APPENDIX B: TRAVEL PATTERNS

INTRODUCTION

To complement the travel time analysis outlined in Appendix A, a similar quantitative analysis assessing trip demand was conducted using the 2000 MWCOG transportation model and the 6.3 version population and employment forecasts. The maps included in this appendix display total trip demand and transit trip demand to each of the activity centers considered in the travel time analysis, from each TAZ in the District of Columbia.

The number and distribution of trips that are attracted to each activity center provides an overview of the types of transit service and linkages that could benefit District residents. Currently transit serves approximately 40% of the District's daily trips, but that percentage decreases significantly outside the downtown core. While later analysis will model potential transit ridership in each priority corridor, this overview provides a context for where District residents are trying to go, and where they might choose to take transit if it served their destinations more directly.

METHODOLOGY

The same activity center locations evaluated in the transit travel time analysis were also evaluated here in order to enable easy comparisons between the volume of people trying to reach each destination, and where they're coming from, and the time it would take them to do so using transit.

The destinations have also been grouped by city subarea:

- the Northwest, from the Potomac to Rock Creek Park;
- the North, from Rock Creek park to New Hampshire;
- the Northeast, from New Hampshire to Benning Road;
- the Southeast, southeast of the Anacostia River; and
- the Central, between the Anacostia and Potomac Rivers and Florida Avenue, east of Washington Circle.

In addition to the development of the maps, the generated data was also used to complete demand to capacity analysis for each city subarea. This analysis involved a series of steps. First, using the trip tables from the MWCOG Transportation Model, TAZs were combined by sub-areas in order to calculate the total number of transit trips attracted to each activity center during the peak hour from each sub-area. This was done by assuming that 33% of the total transit trips are made in the peak period, and that 66% of this 33% is made during the peak hour.

Figure 1 depicts the number of total trips attracted to each destination by city sub-area. Figure 2 shows the number of transit trips, for comparison.

Once transit trip demand was assessed, the combined capacity of the bus routes serving each destination was calculated by multiplying the number of buses during the morning peak period (7am to 8am) by the capacity per bus, assuming the WMATA maximum load factor of 1.2. (assuming that buses have 40 seats, and that the WMATA maximum load factor is 1.2, bus capacity equals 50 passengers) In the instances where there was no direct route between the sub-area and the activity center, capacity was calculated to be zero. Service capacity for the sub-area was then combined to compare the demand to capacity ratio by sub-area. Tables 1 and 2 illustrate for two of the destination activity centers analyzed how the data was assembled to estimate each sub-area's transit capacity. Table 3 contains the demand to capacity ratios to each of the activity center destinations by sub-area.

Figure 1
Total Trips to Selected Destinations by Sub-Area

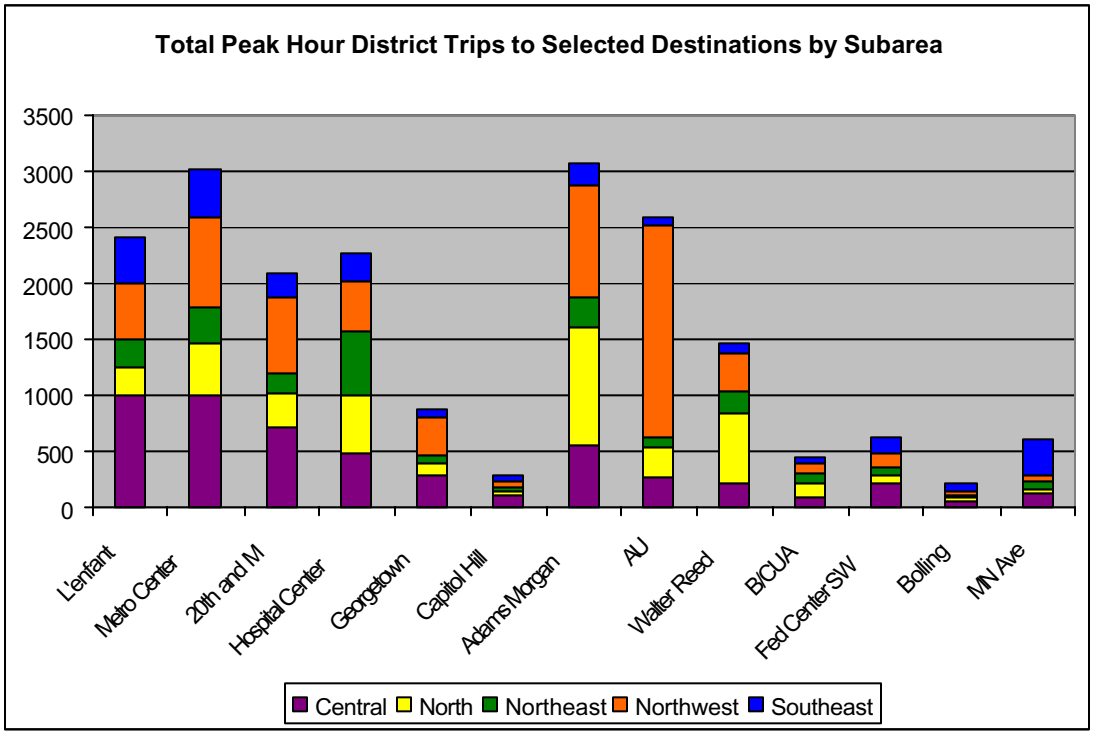


Figure 2
Transit Trips to Selected Destinations by Subarea

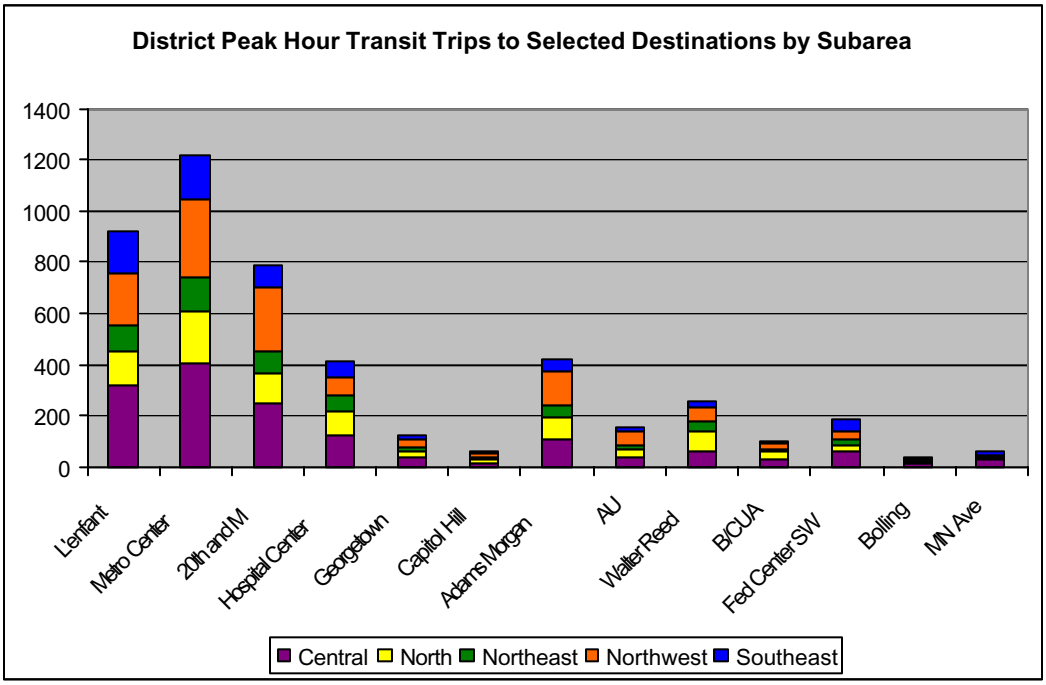


Table 1
Peak Hour Transit Service Capacity to L'enfant Plaza

L'enfant	*routes*	*Peak Hour Buses*	*Bus Capacity*	*subtotal*	*Total*
Northwest	none		50	0	**0**
North	70,71	8	50	400	**1050**
	52,53	13	50	650	
Northeast	none	0	50	0	**0**
Southeast	V7,V8,V9	8	50	400	**400**
Central	V7,V8,V9	7	50	350	**1400**
	70,71	8	50	400	
	52,53	13	50	650	

Source: WMATA Metrobus Timetables, 2004

Table 2
Peak Hour Transit Service Capacity to Metro Center

Metro Center	*routes*	*Peak Hour Buses*	*Bus Capacity*	*subtotal*	*Total*
Northwest	D1, D3, D4	5	50	250	**250**
North	66,68	10	50	500	**2400**
	42	13	50	650	
	S2, S4	12	50	600	
	52,53	13	50	650	
Northeast	80	7	50	350	**850**
	G8	6	50	300	
Southeast	P1, P2, P6	4	50	200	**300**
	P1, P2, P6	6	50	300	
	X2	8	50	400	
Central	D1, D3, D4	2	50	100	**4050**
	66,68	10	50	500	
	42	13	50	650	
	S2, S4	12	50	600	
	52,53	13	50	650	
	80	7	50	350	
	G8	6	50	300	
	P1, P2, P6	4	50	200	
	P1, P2, P6	6	50	300	

Source: WMATA Metrobus Timetables, 2004

Table 3
Demand to Capacity Ratios to Selected Destinations by Subarea

	L'enfant	Metro Center	20th and M	Hospital Center	Georgetown	Capitol Hill	Adams Morgan	AU	Walter Reed	B/CUA	Fed Center SW	Bolling	MN Ave
Central	0.71	0.25	2.02	2.46	0.32	0.25	0.42	0.53	0.72	0.26	0.44	0.00	0.31
North	0.26	0.19	0.00	0.00	0.00	0.00	1.61	0.00	3.11	0.17	0.00	0.00	0
Northeast	0.00	0.39	0.00	0.70	0.00	0.00	1.74	0.00	0.00	0.08	0.38	0.00	0
Northwest	0.00	3.19	0.63	2.18	1.71	0.28	5.05	2.35	0.00	0.33	0.00	0.00	0
Southeast	1.02	1.42	0.00	0.38	0.12	0.00	0.28	0.00	0.00	0.00	0.51	0.18	0.35

RESULTS

Overall, the demand to capacity ratios reflect the need for crosstown services, cross-river services and north-south connectors across Capitol Hill.

In the Northwest, there is significant demand for destinations within the Northwest sub-area, (Northwest to Adams Morgan, Northwest to Georgetown and Northwest to American University). However, most of the transit services available are oriented to serve the downtown core.

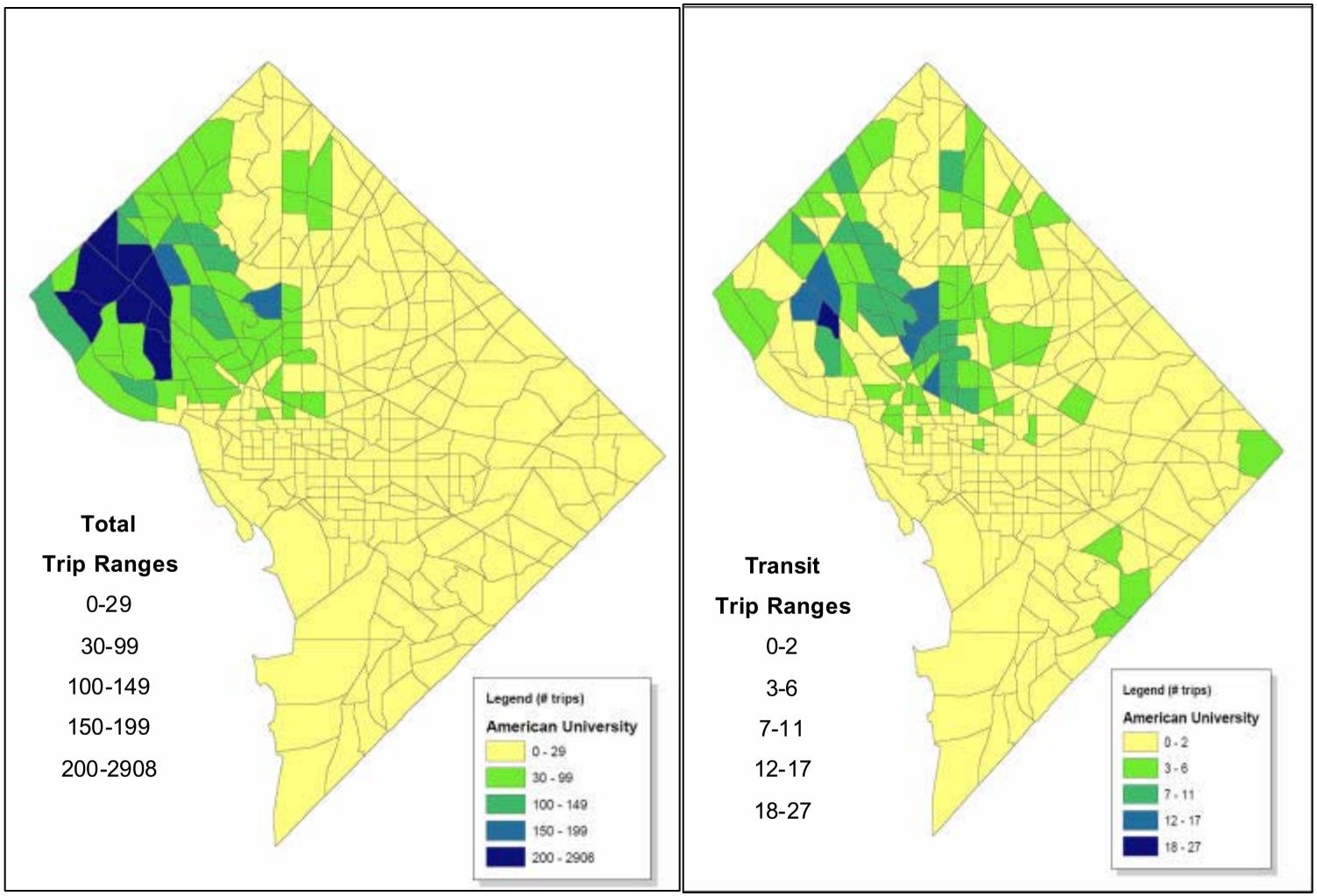
In the North, there is a need for greater circulation to Walter Reed, but, more significantly, there is a need for a crosstown service. The Hospital Center is currently inaccessible to residents living on the trunk lines serving 7th Street, 14th Street and 16th Street without a transfer. However, Walter Reed Hospital is inaccessible to residents who do not live on those trunk lines—there are no direct trips from anywhere other than the Northern subarea and the Central core.

Although the Northeast is served by portions of the Red and Green lines, there are still unmet needs for trips to the Hospital Center from the Northwest or from the Central Core. Northwest residents are forced to ride into downtown by Metrorail to cross Rock Creek Park—the only non-transfer transit option available. However, as the travel time analysis validates, there is significant demand for service within the Northeast subarea, as arriving at Brookland still forces a transfer to reach the Hospital Center, with significant travel time penalties.

The existing service configuration forces transfers for most trips starting in the Southeast with destinations outside the Central core. For residents in the North, Northeast and Northwest, there are no direct services to reach Minnesota Avenue, and Bolling Air Force Base is in accessible to most areas of the District with the exception of the southern part of the Southeast.

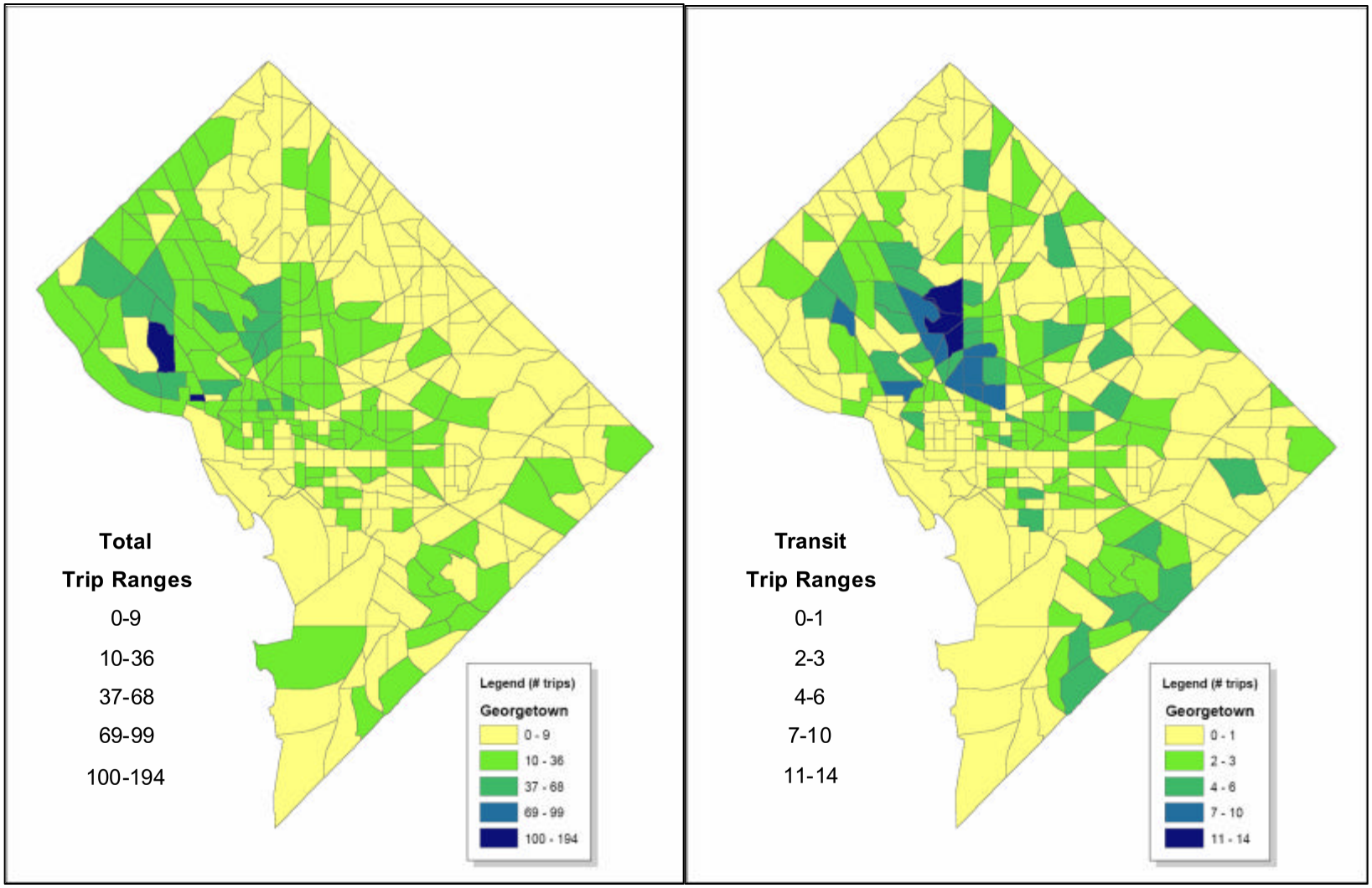
Even the Central core varies in terms of service availability and capacity. There are significant capacity needs for residents in the Northwest and Southeast traveling to Metro Center. However, there is three times the demand to available capacity to L'Enfant Plaza from within the Central sub-area, and going to Capitol Hill forces transfers from any sub-area other than the Central and Northwest sub-areas. Finally, even from the Central Core, which has the greatest amount of converging services, the Hospital Center and Walter Reed have eleven time and three times (respectively) the demand for service than available capacity to accommodate it.

The attached figures show the total trip and transit trip demand to each of the activity center destinations considered in the travel time analysis.



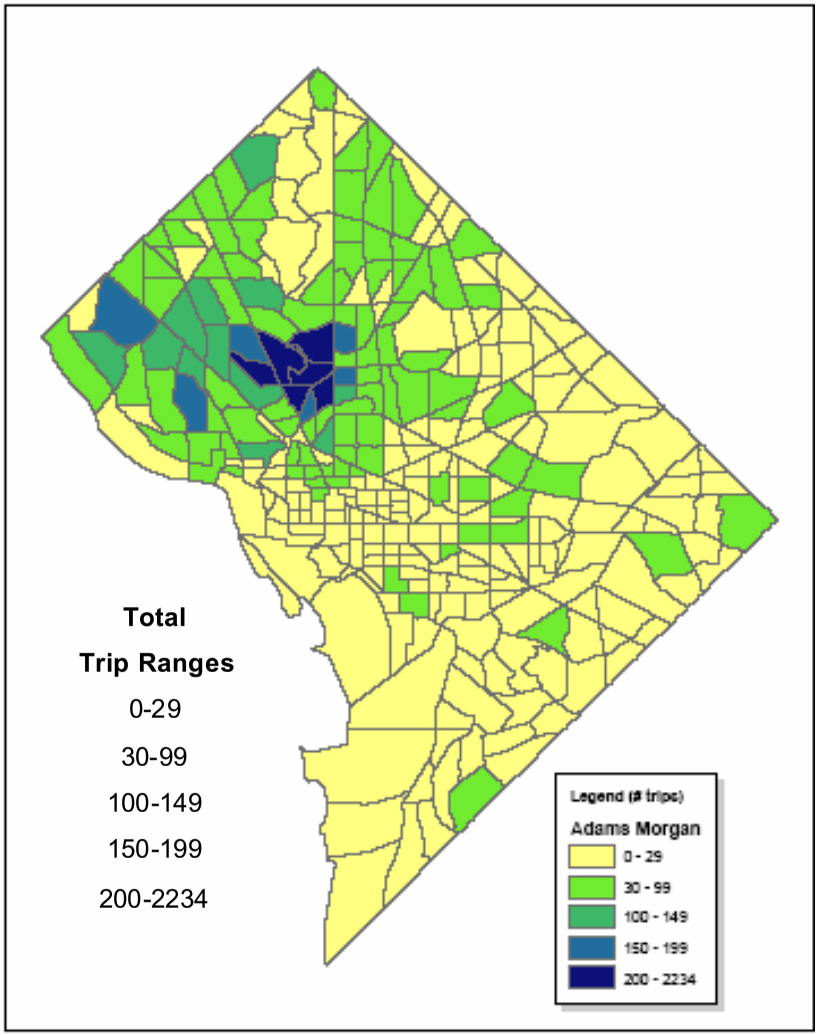
Peak Hour Travel Demand to American University

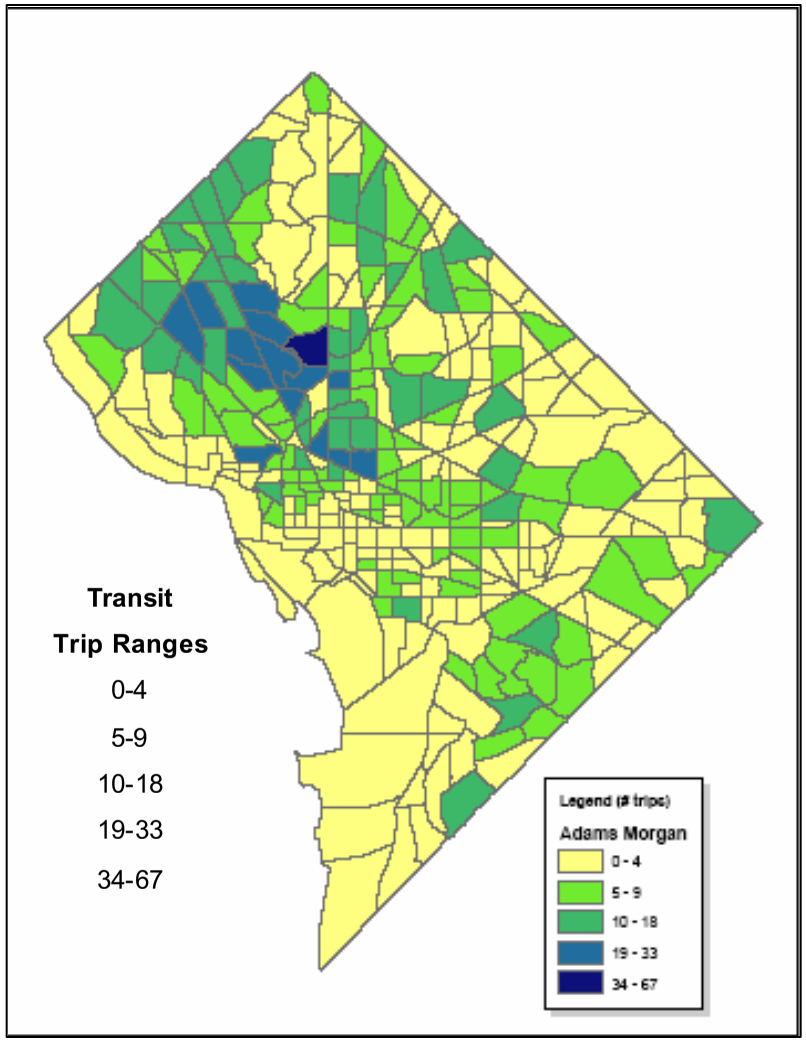
Total Trips and Transit Trips



Peak Hour Travel Demand to Georgetown

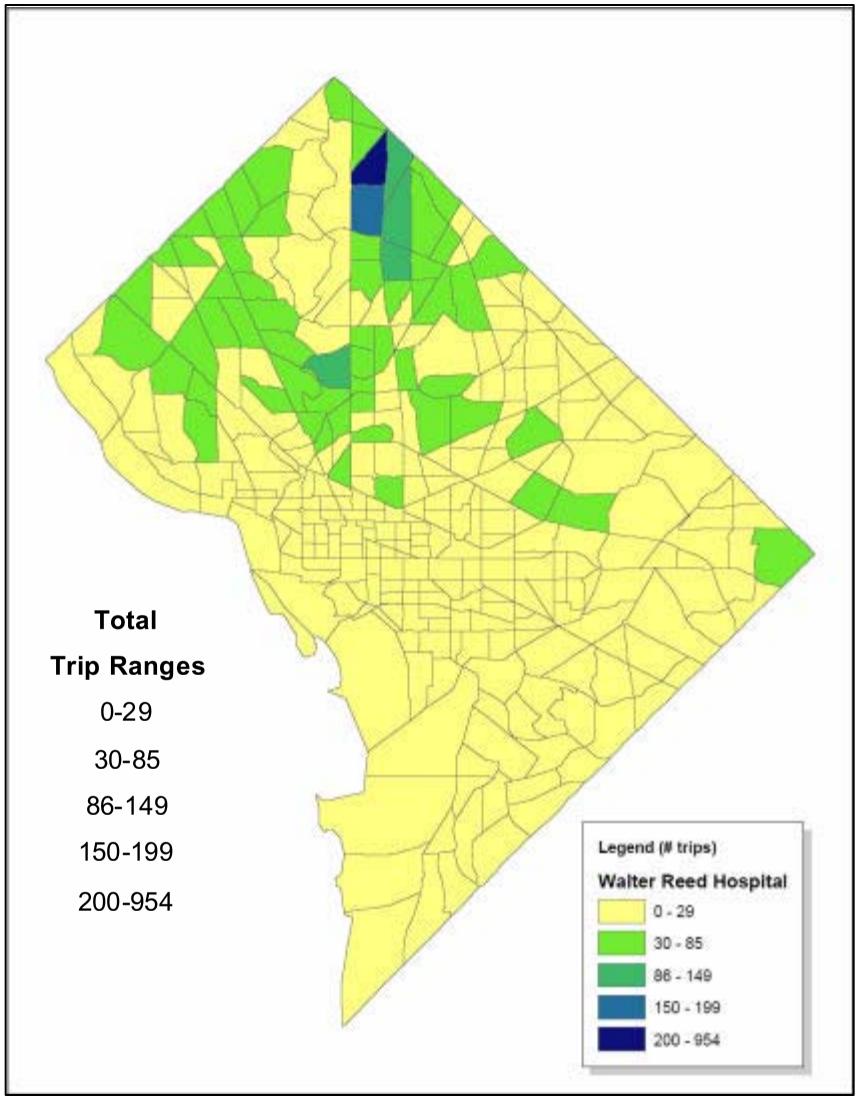
Total Trips and Transit Trips

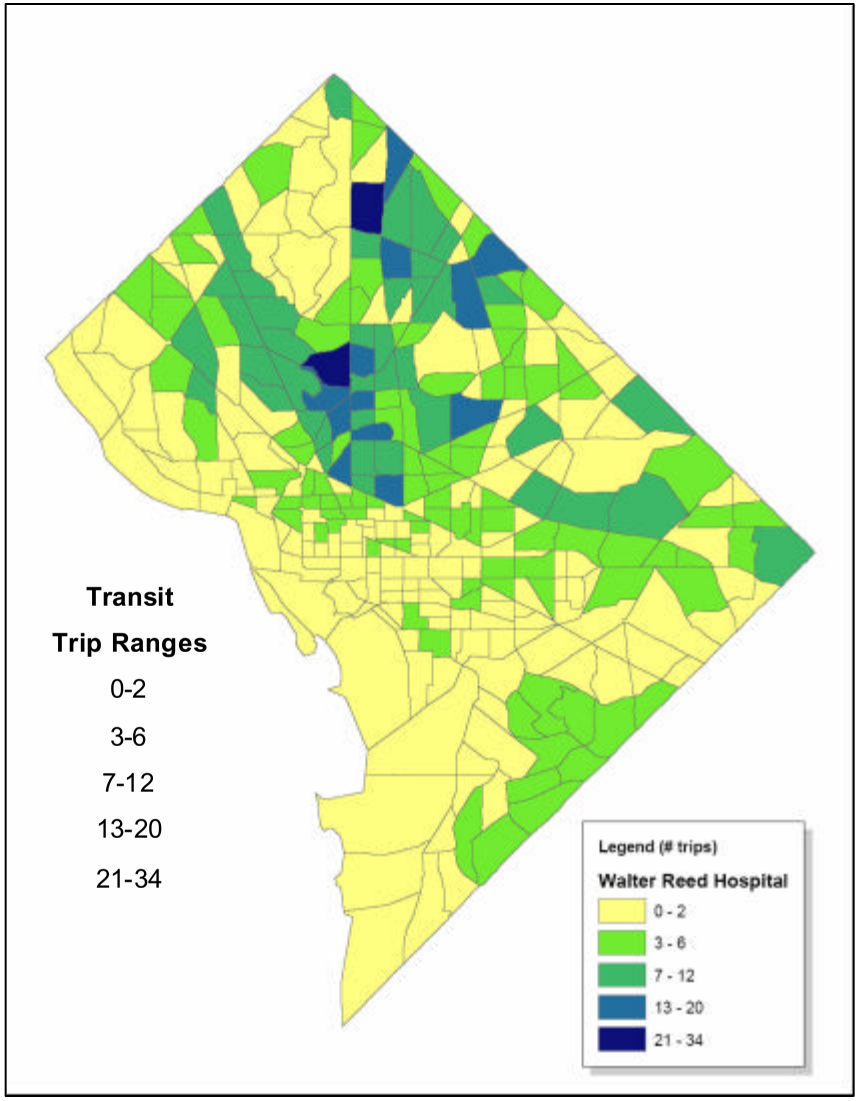




Peak Hour Travel Demand to Adams Morgan

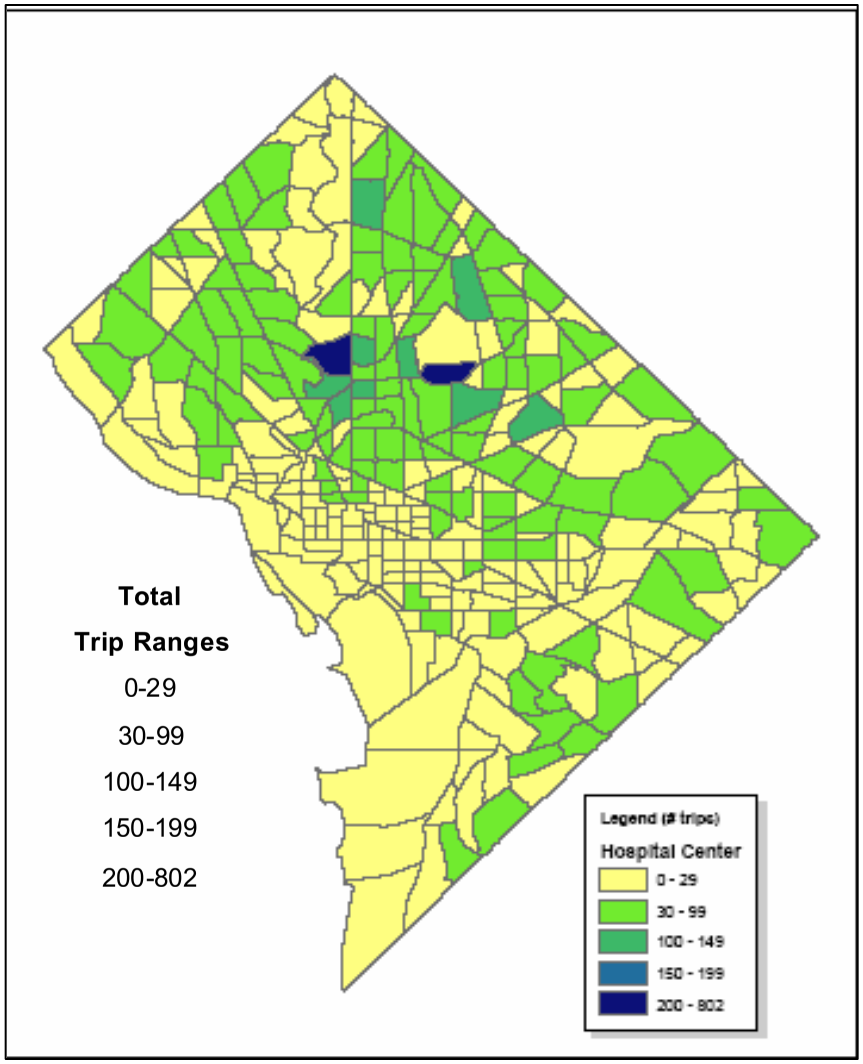
Total Trips and Transit Trips

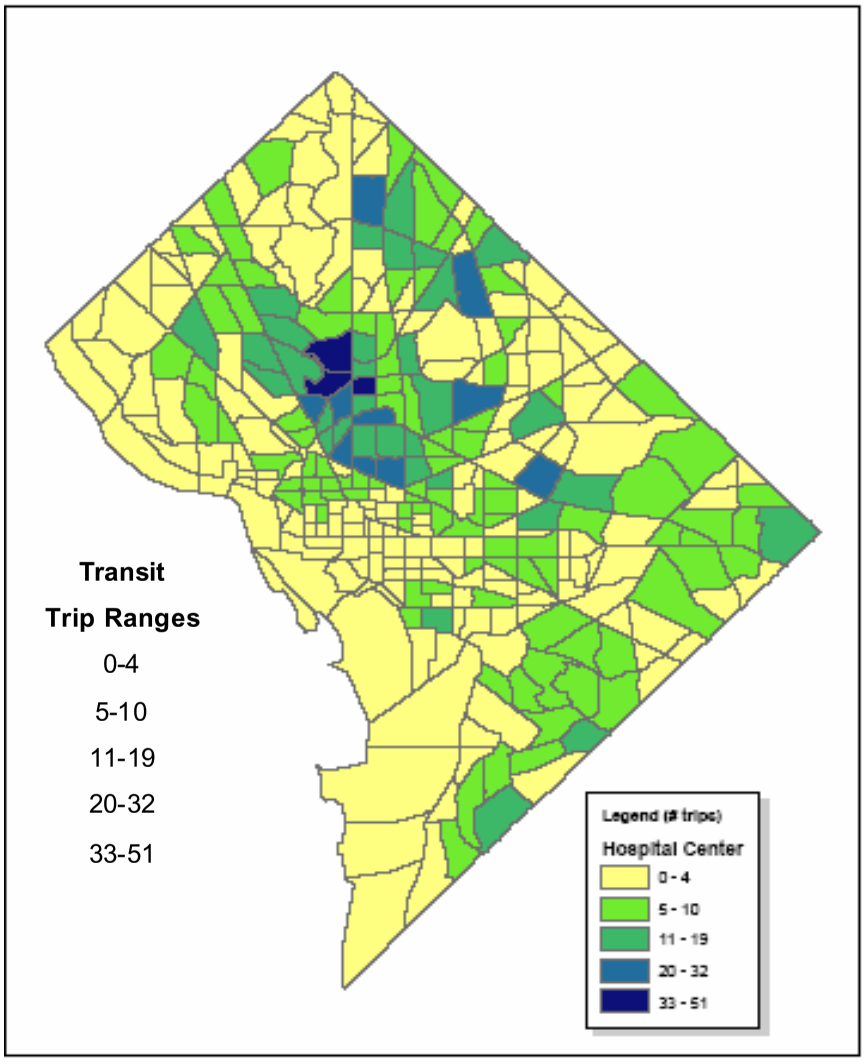




Peak Hour Travel Demand to Walter Reed

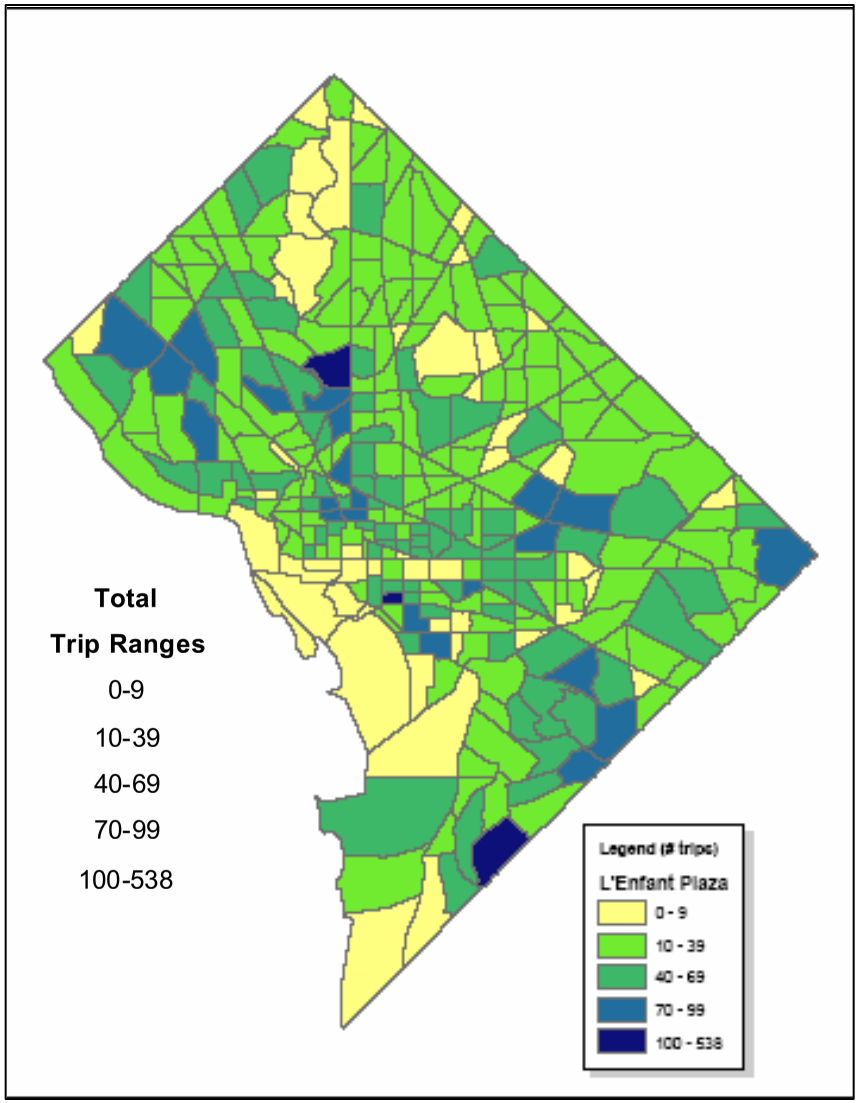
Total Trips and Transit Trips





Peak Hour Travel Demand to Hospital Center

Total Trips and Transit Trips



Total

Trip Ranges

0-9

10-39

40-69

70-99

100-538

Transit

Trip Ranges

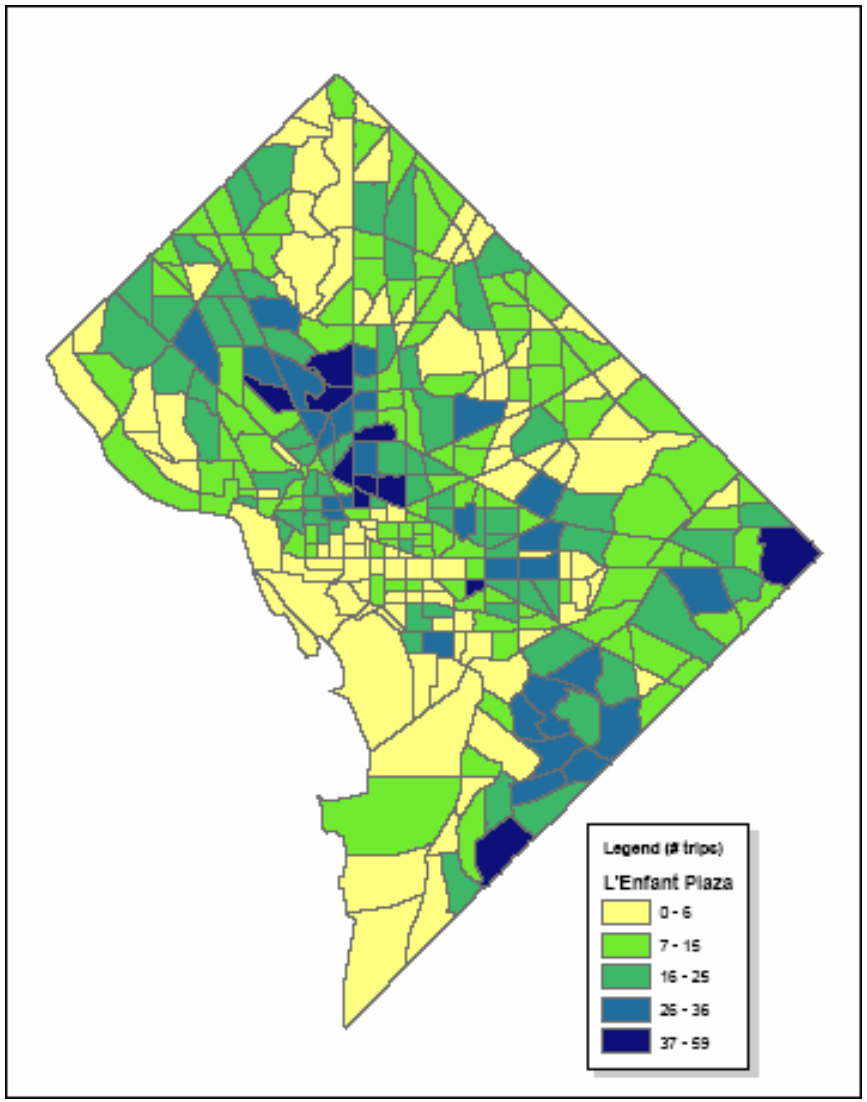
0-6

7-15

16-25

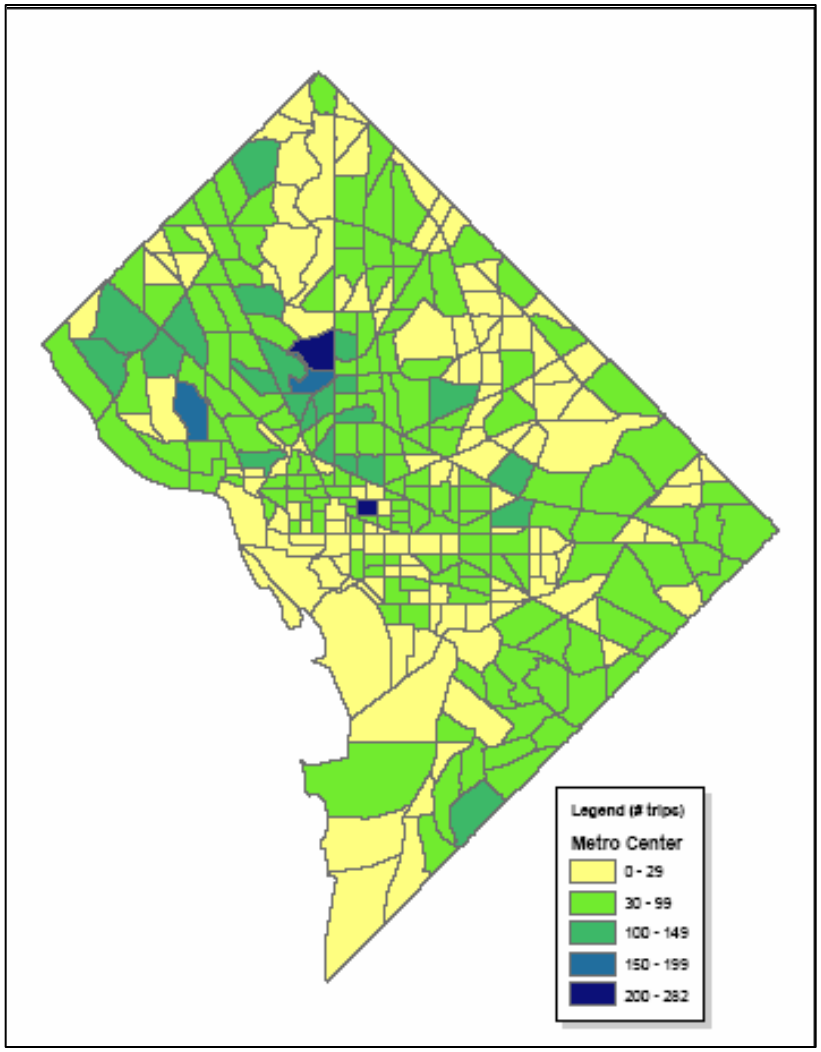
26-36

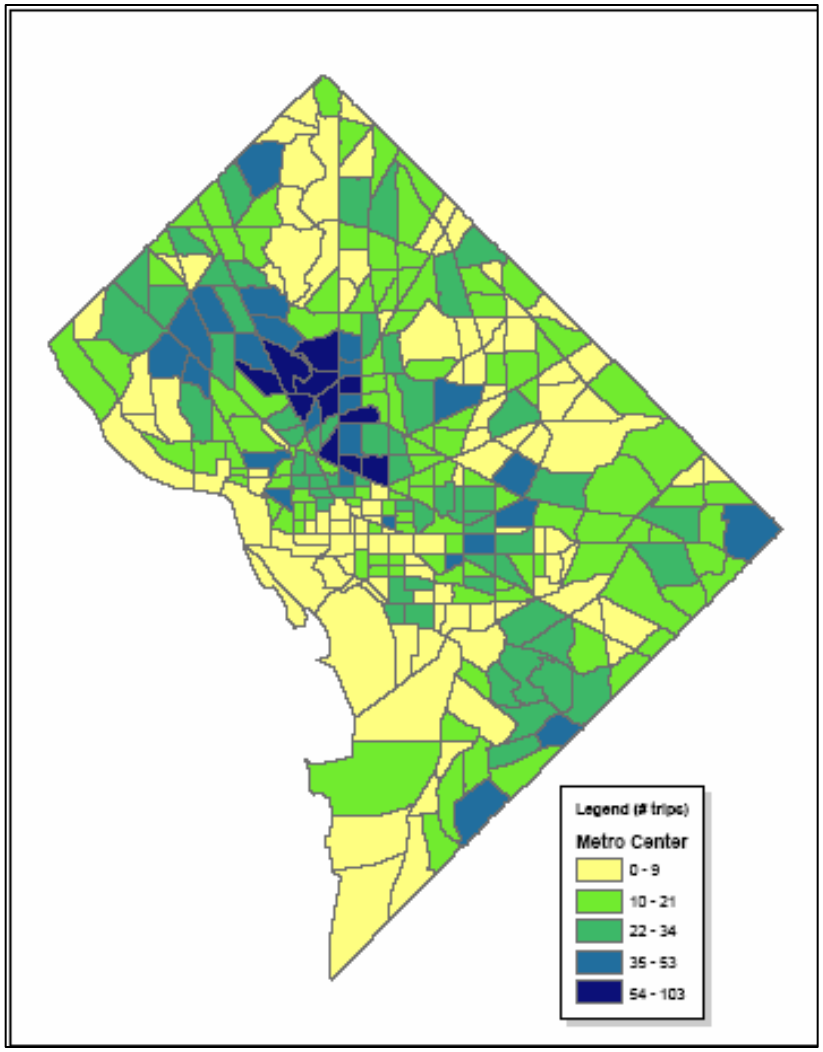
37-59



Peak Hour Travel Demand to L'Enfant Plaza

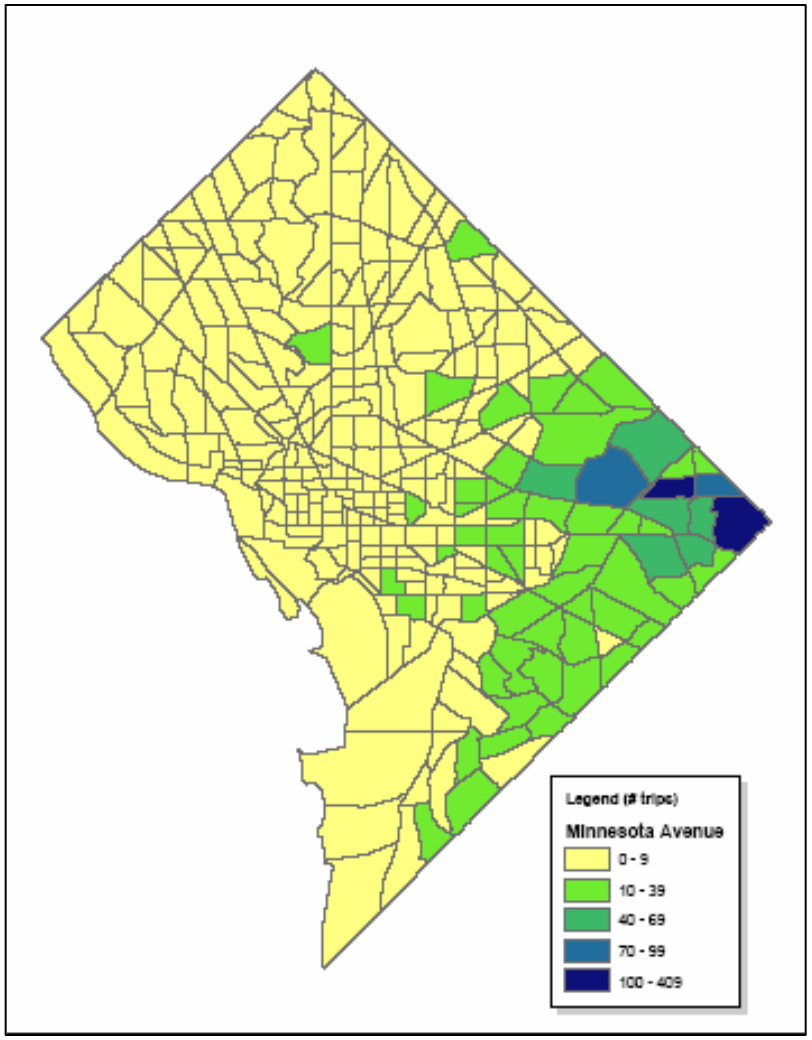
Total Trips and Transit Trips

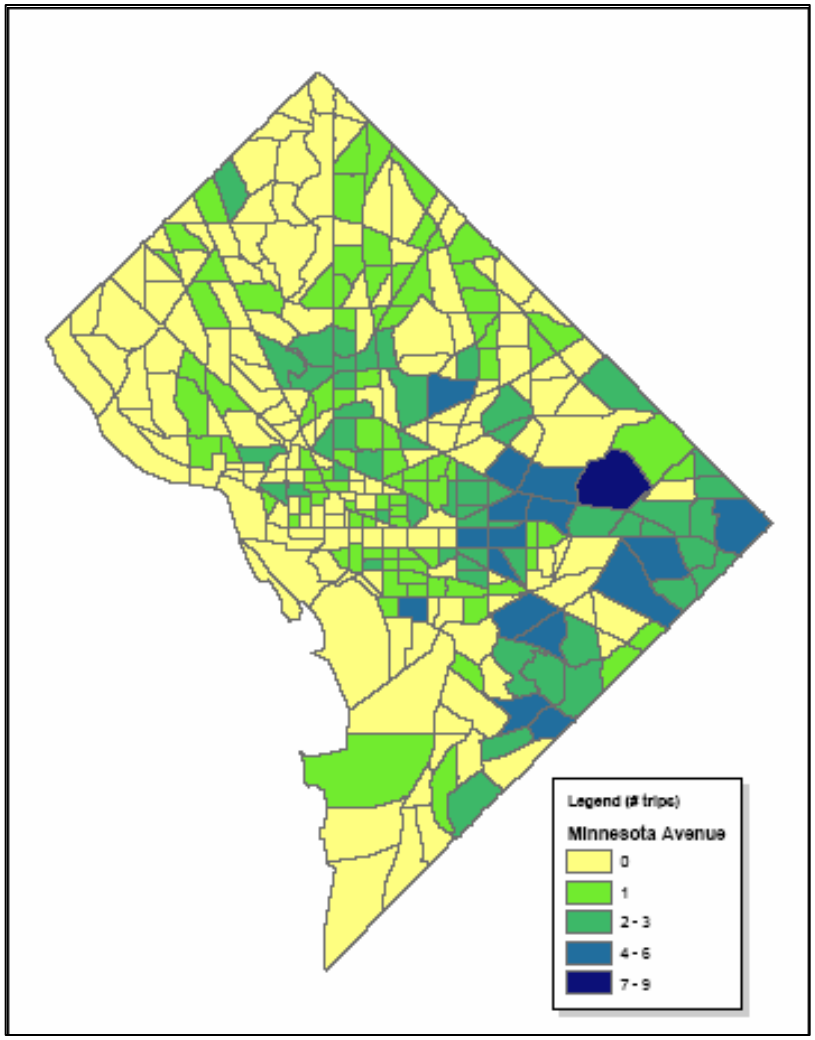




Peak Hour Travel Demand to Metro Center

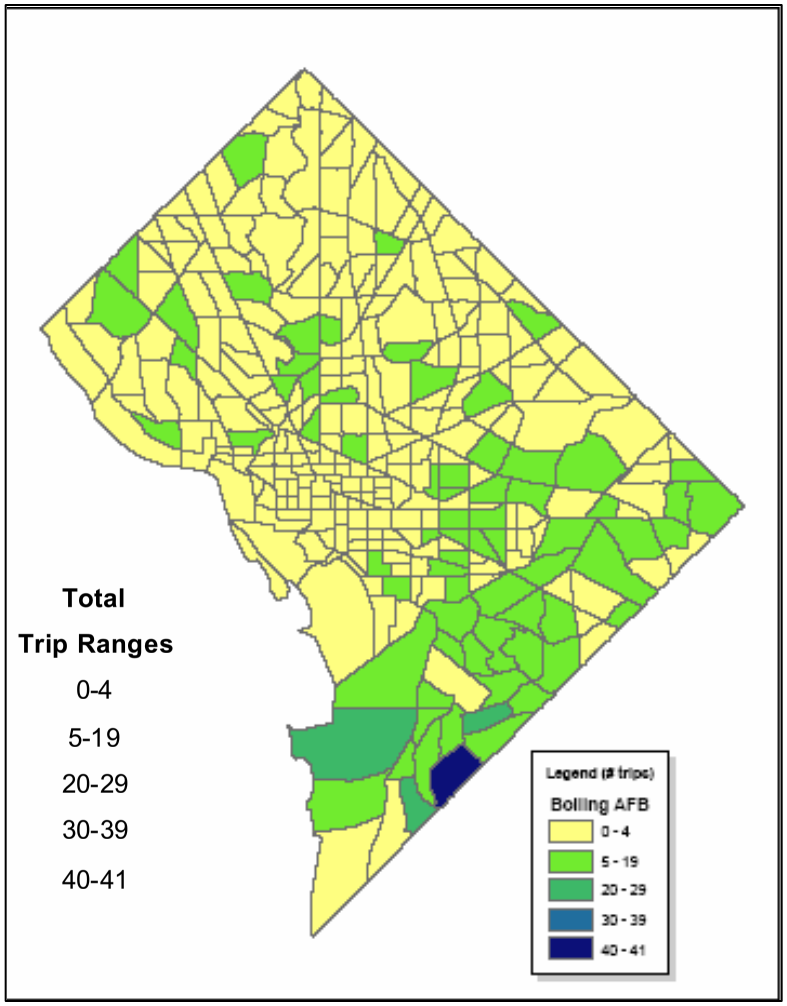
Total Trips and Transit Trips

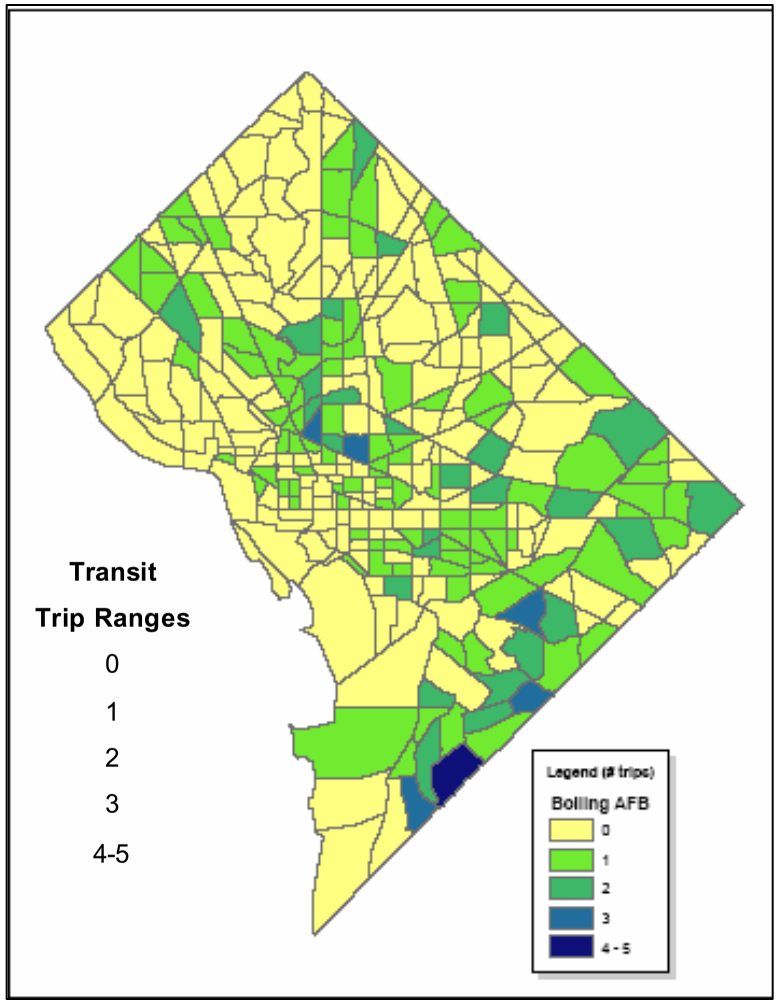




Peak Hour Travel Demand to Minnesota Avenue

Total Trips and Transit Trips





Peak Hour Travel Demand to Bolling Air Force Base

Total Trips and Transit Trips

APPENDIX B: TRAVEL PATTERNS

INTRODUCTION

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Figure 1 depicts the number of total trips attracted to each destination by city sub-area. Figure 2 shows the number of transit trips, for comparison.

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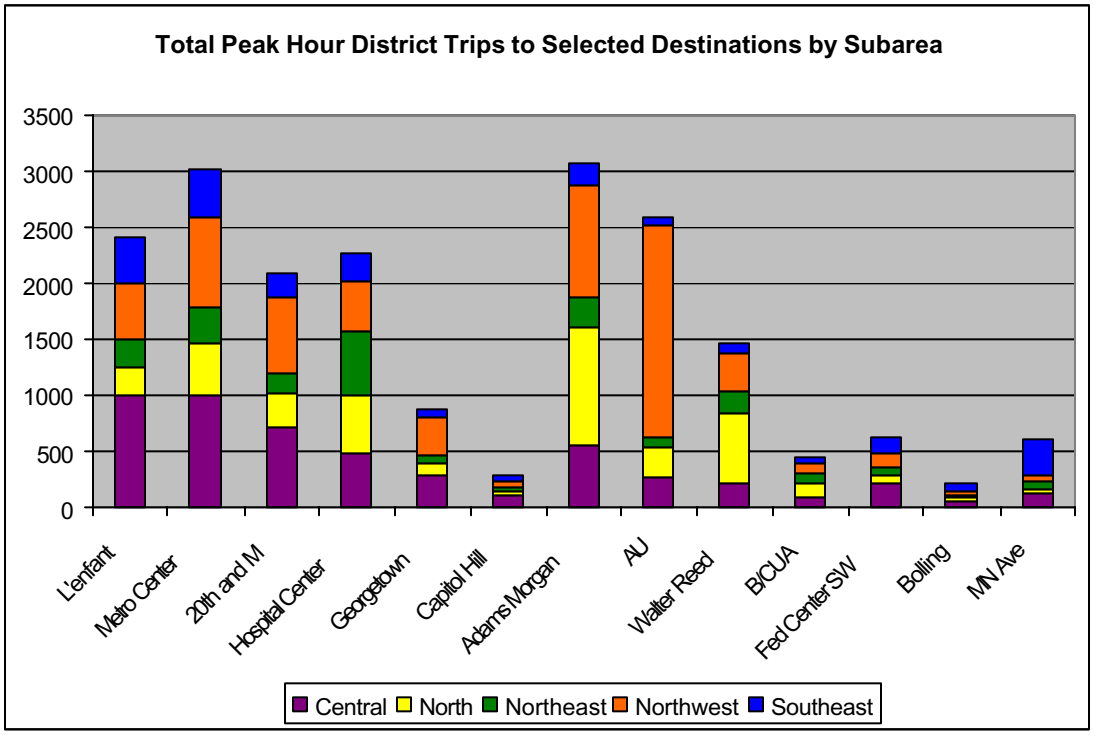
Total Trips to Selected Destinations by Sub-Area



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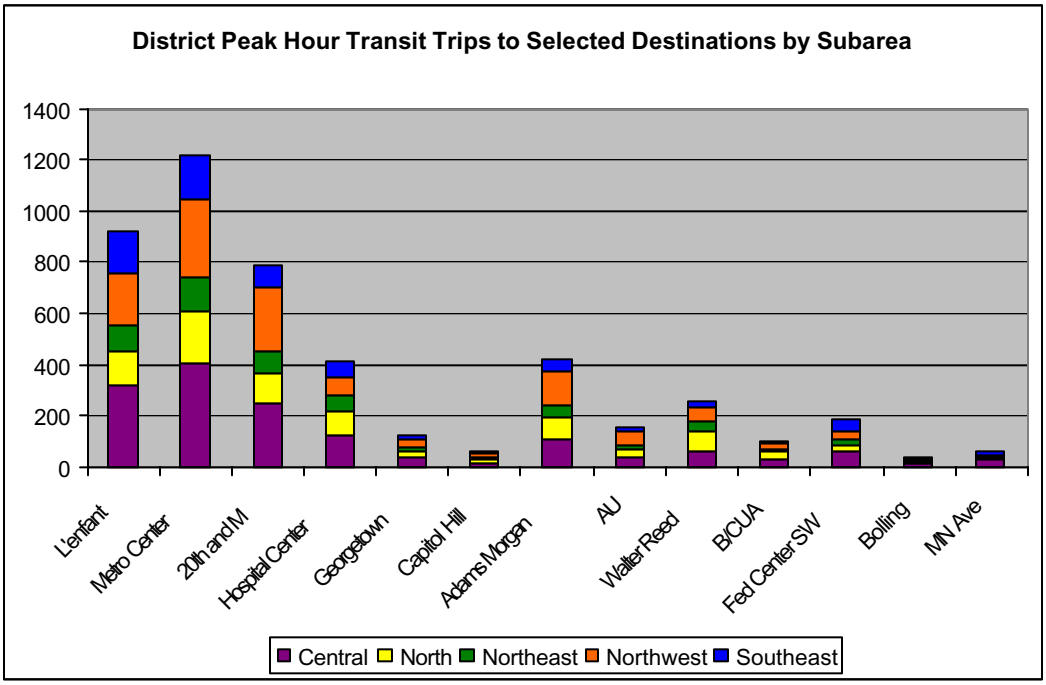
Transit Trips to Selected Destinations by Subarea



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L'enfant	*routes*	*Peak Hour Buses*	*Bus Capacity*	*subtotal*	*Total*
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	70,71	8	50	400	
	52,53	13	50	650	

Source: WMATA Metrobus Timetables, 2004

Table 2
Peak Hour Transit Service Capacity to Metro Center

Metro Center	*routes*	*Peak Hour Buses*	*Bus Capacity*	*subtotal*	*Total*
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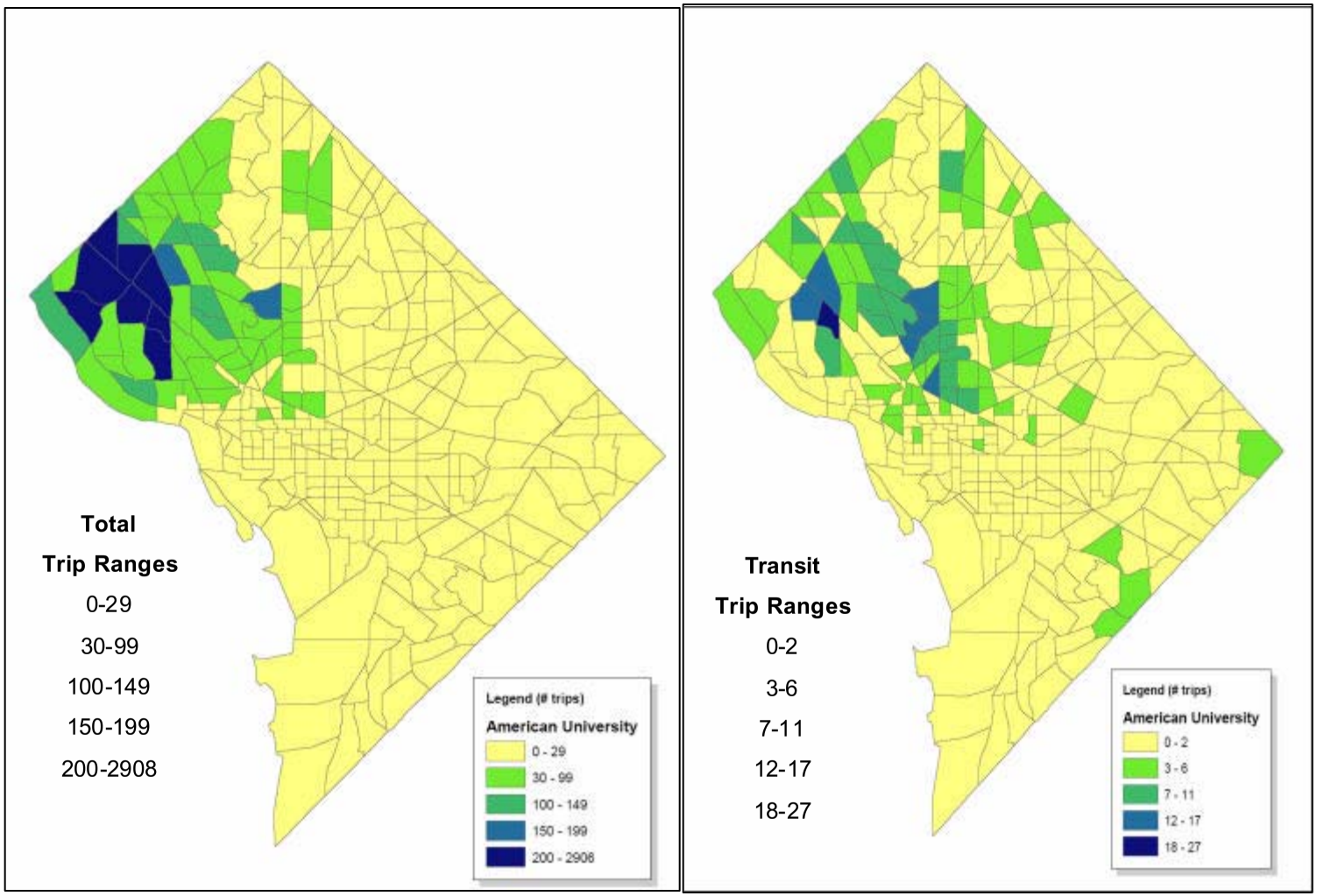
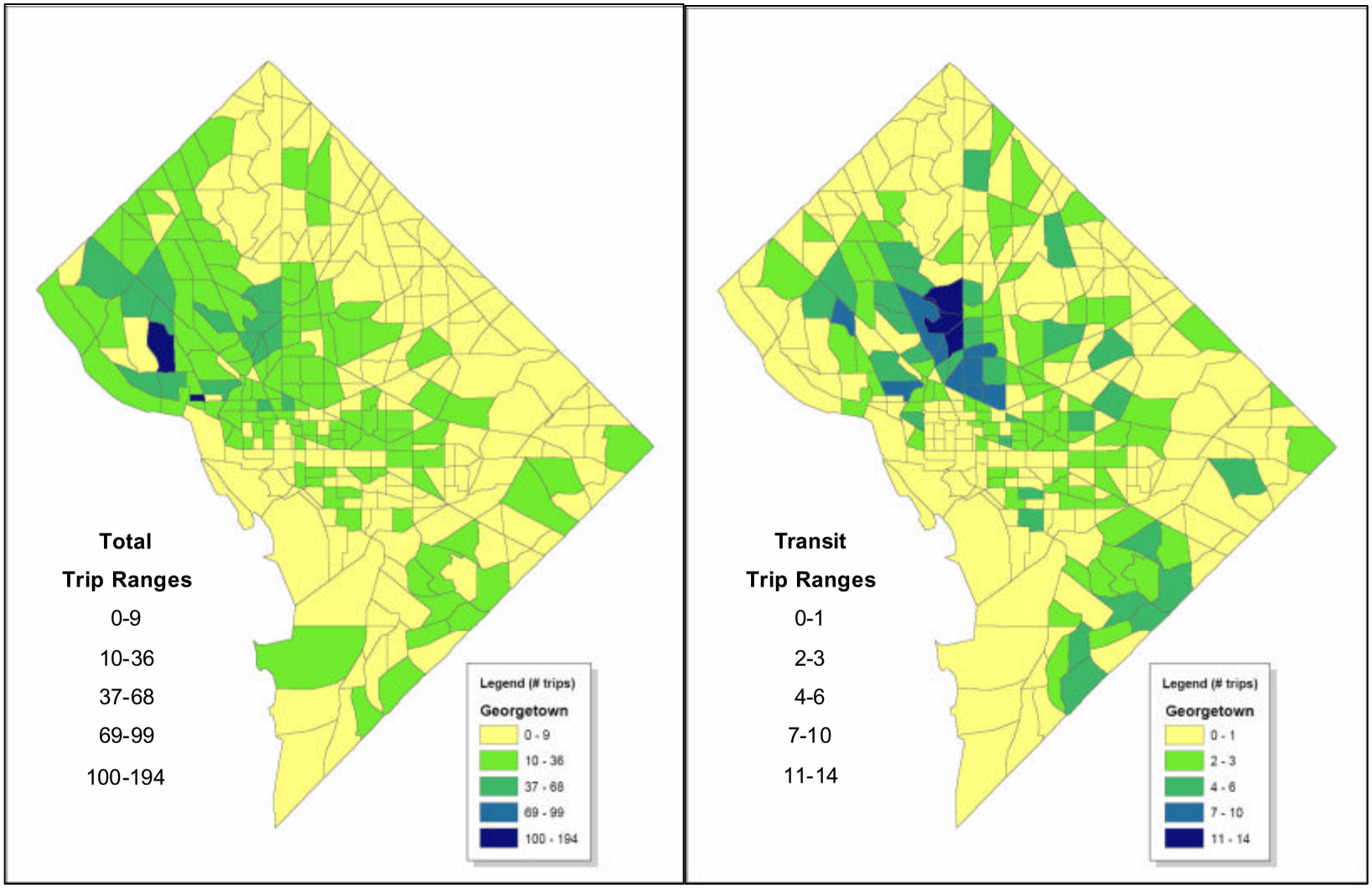


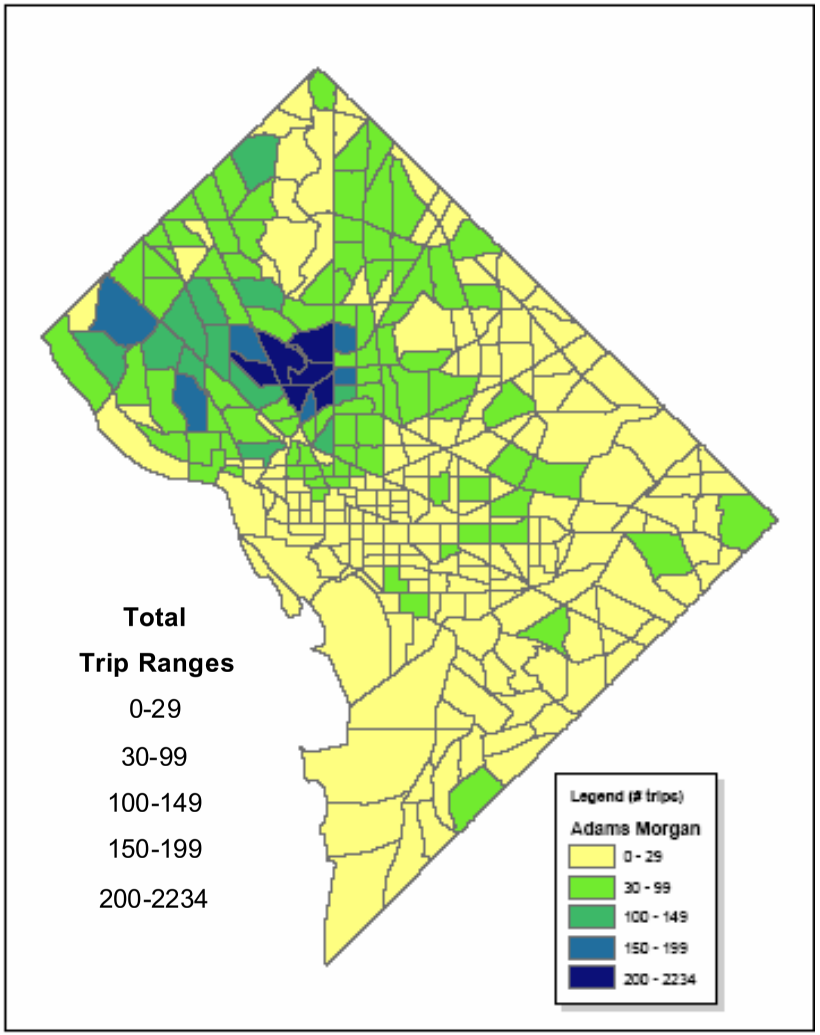
Peak Hour Travel Demand to American University

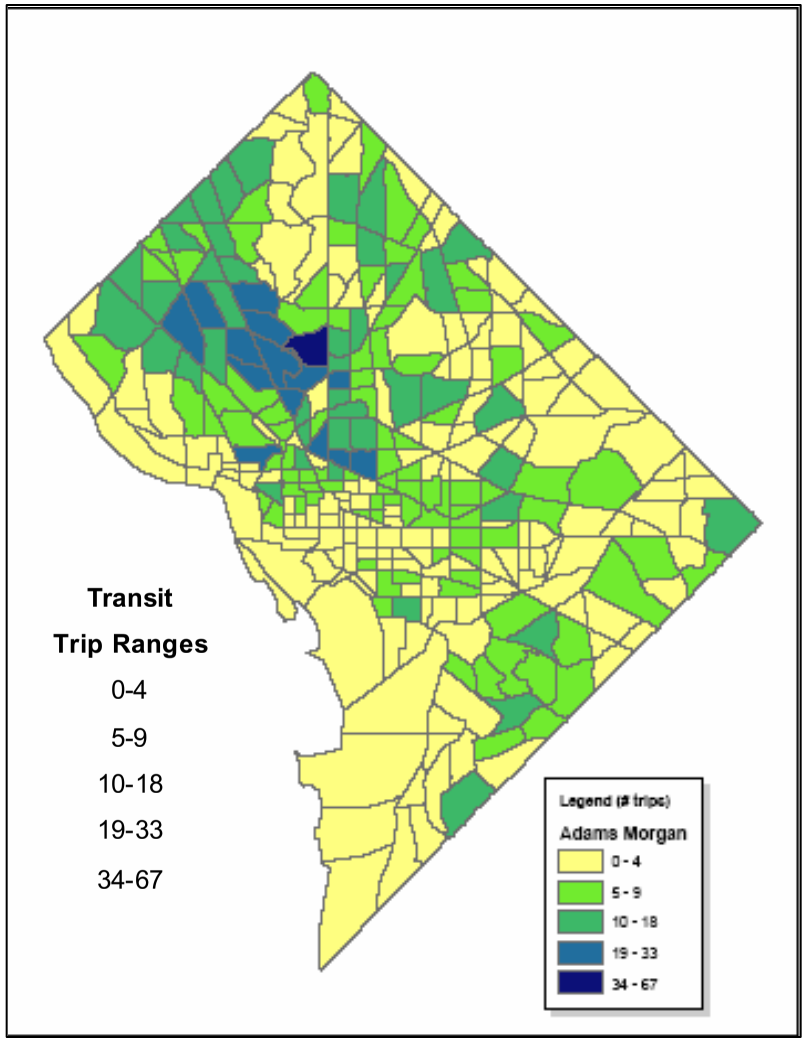
Total Trips and Transit Trips



Peak Hour Travel Demand to Georgetown

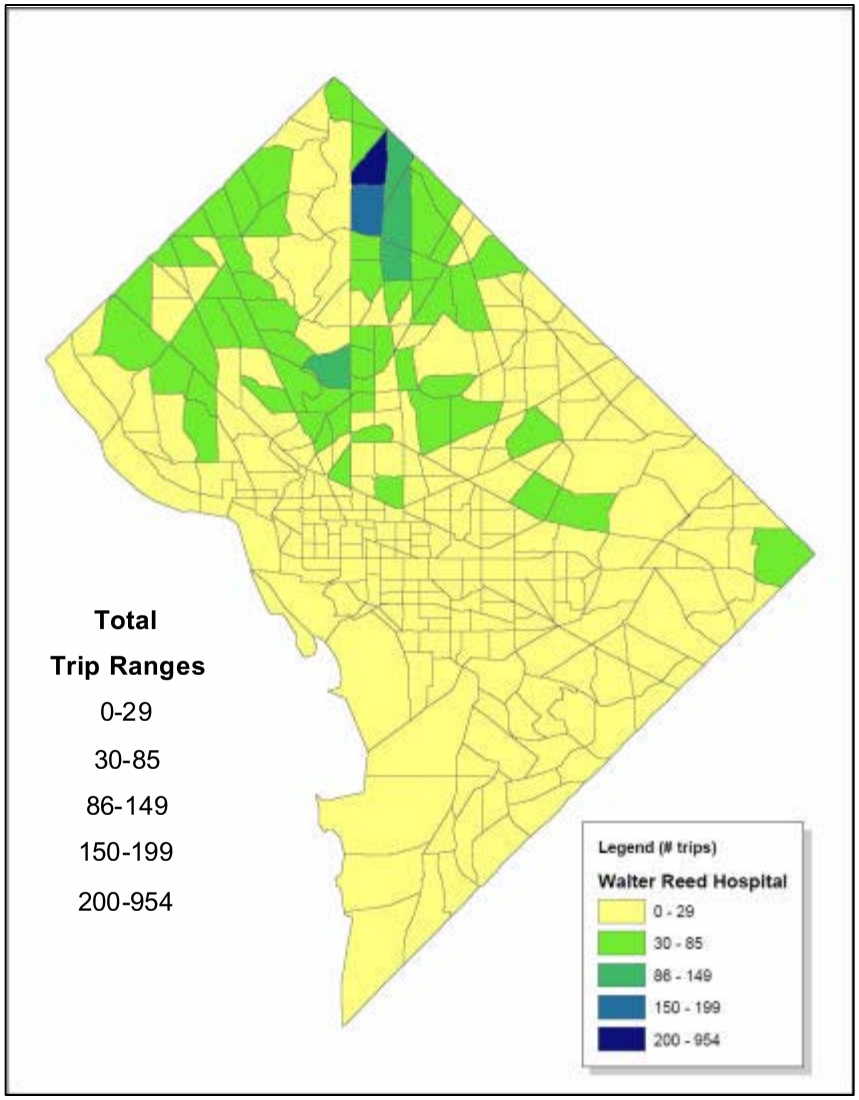
Total Trips and Transit Trips

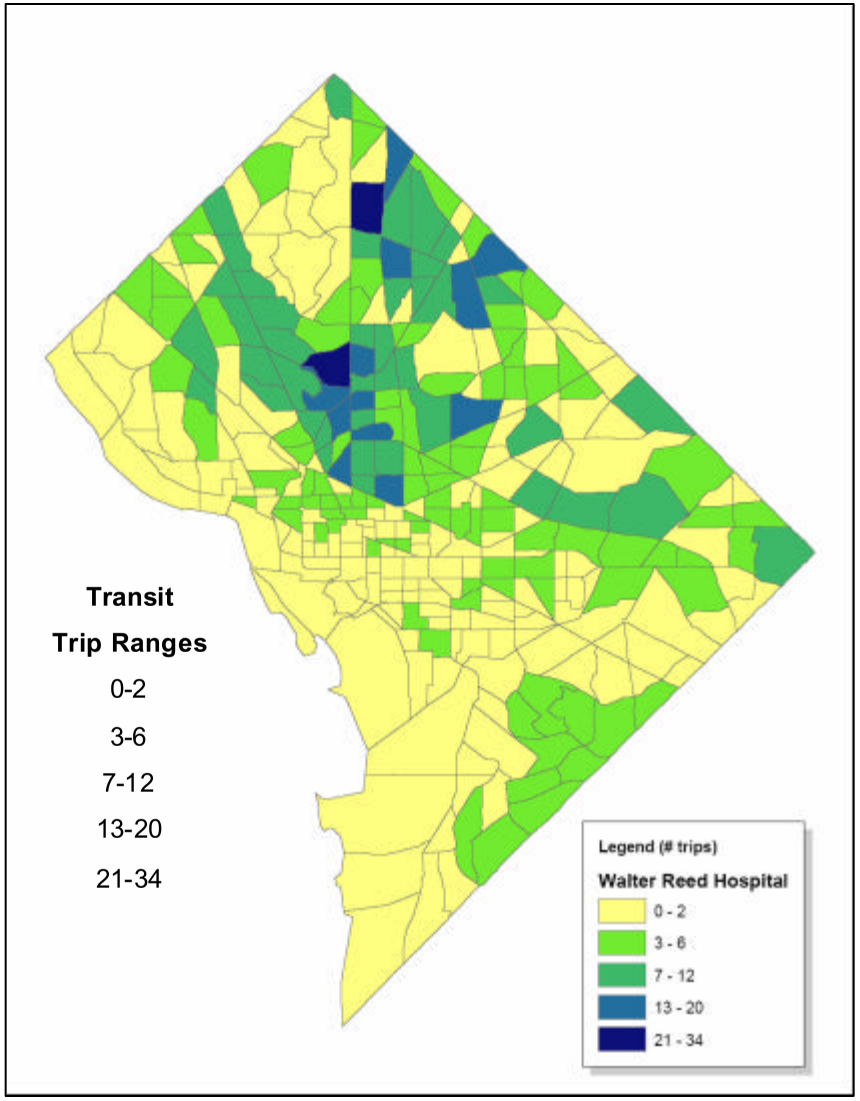




Peak Hour Travel Demand to Adams Morgan

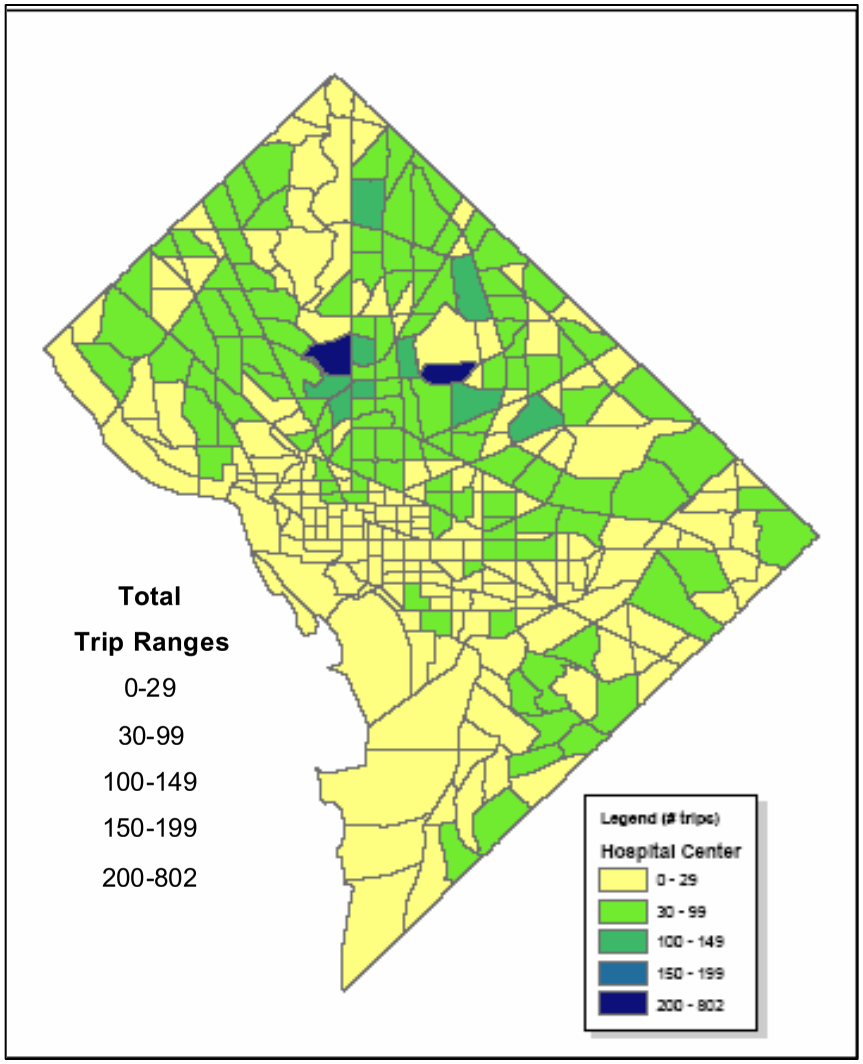
Total Trips and Transit Trips

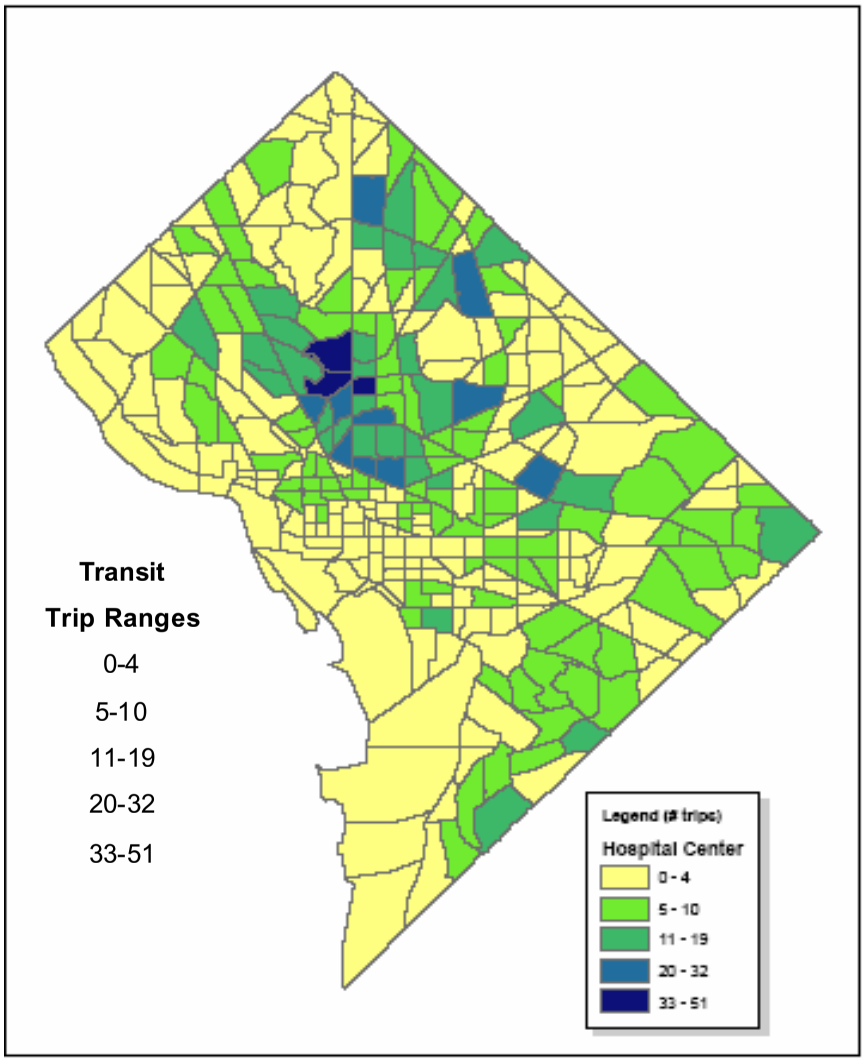




Peak Hour Travel Demand to Walter Reed

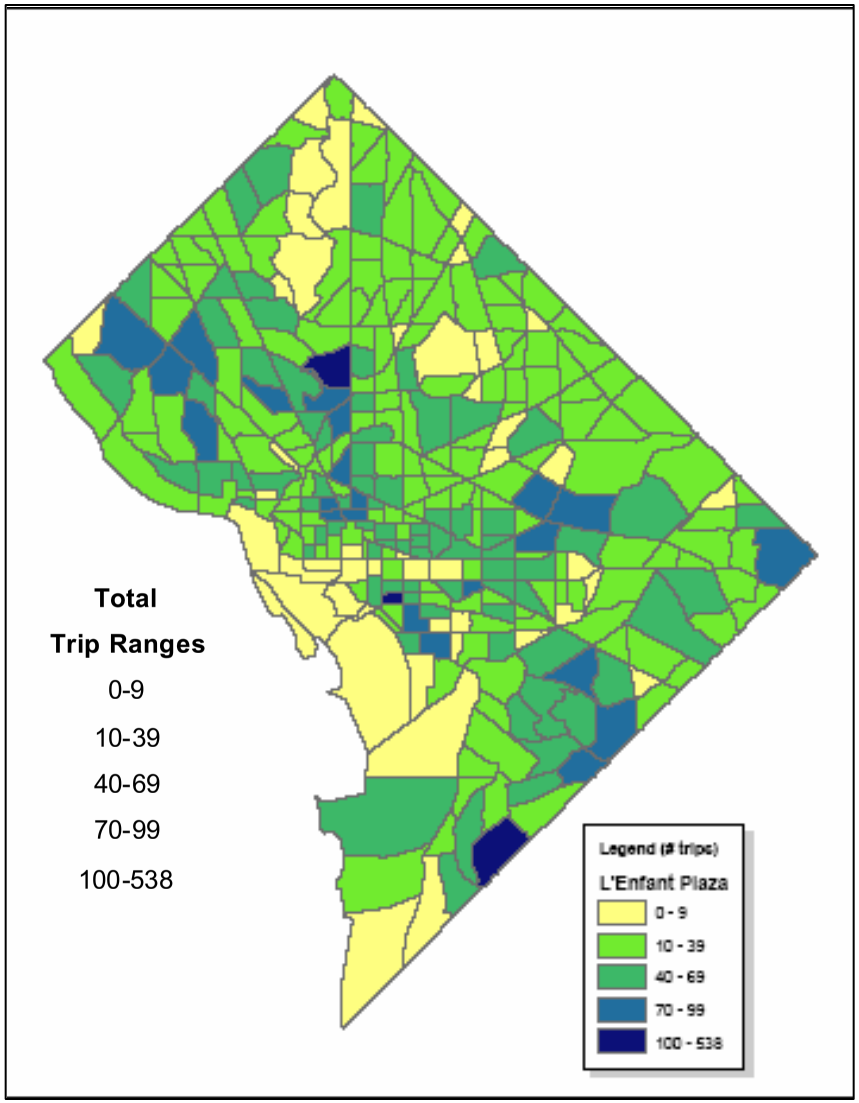
Total Trips and Transit Trips





Peak Hour Travel Demand to Hospital Center

Total Trips and Transit Trips



Total

Trip Ranges

0-9

10-39

40-69

70-99

100-538

Transit

Trip Ranges

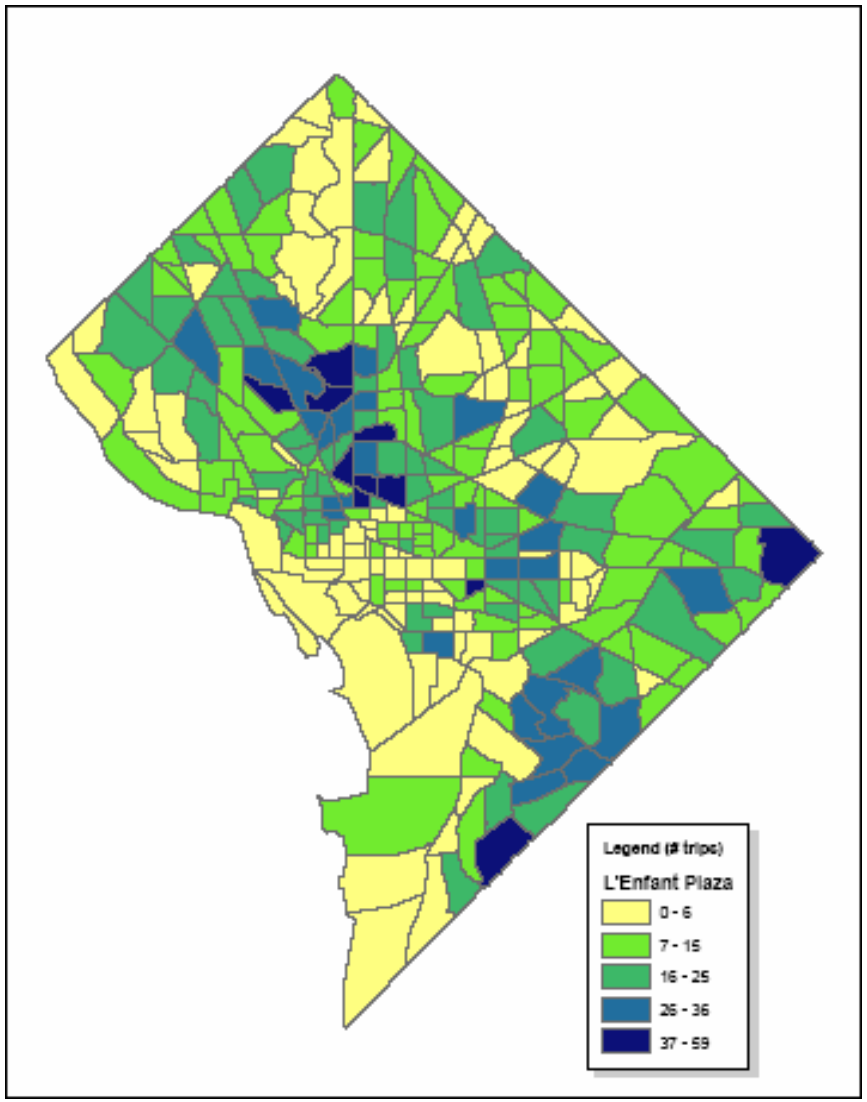
0-6

7-15

16-25

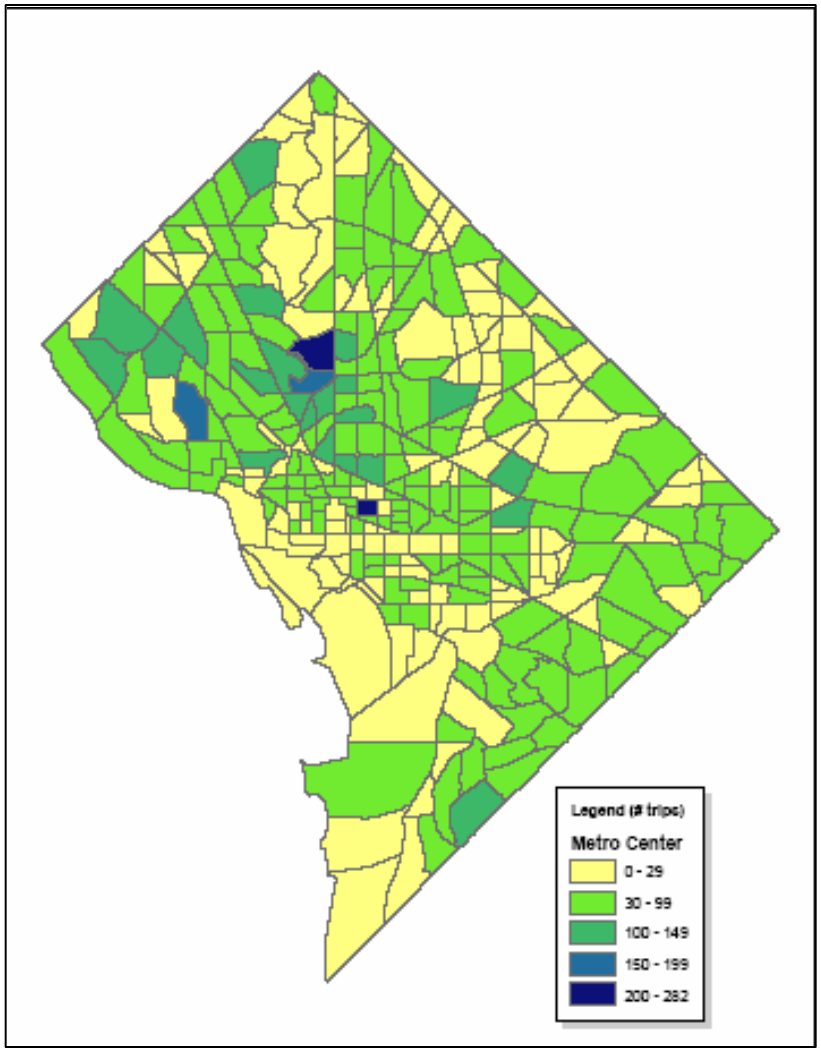
26-36

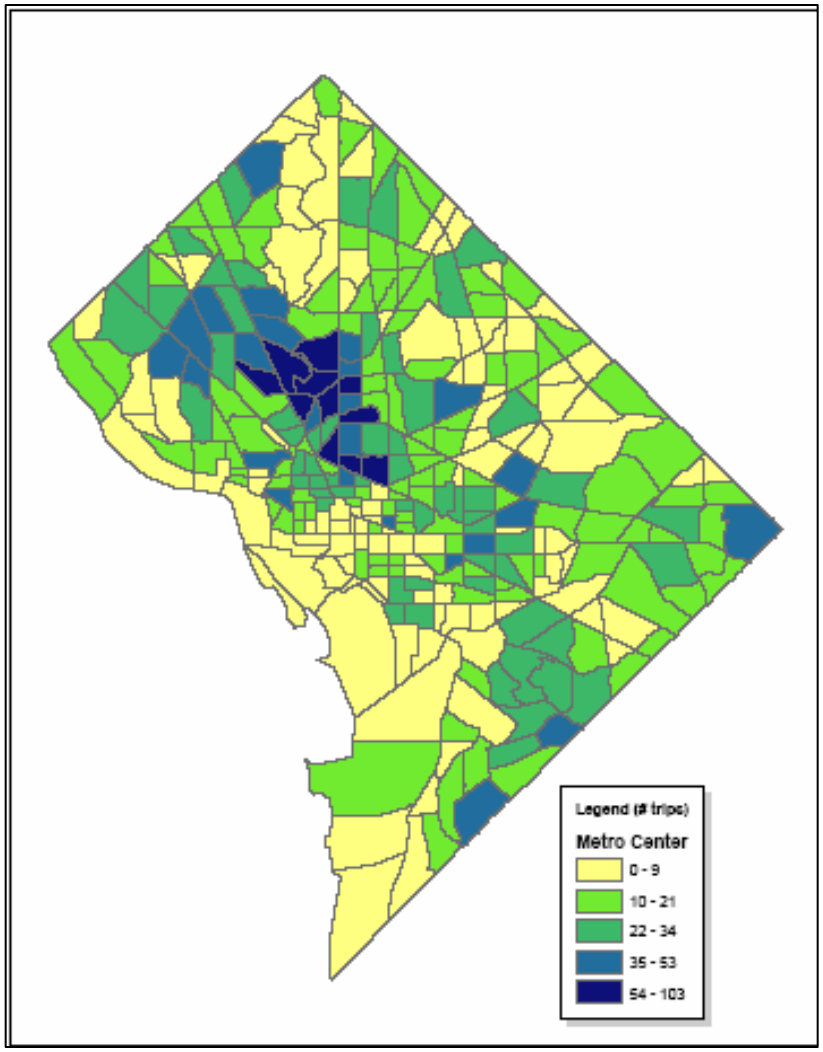
37-59



Peak Hour Travel Demand to L'Enfant Plaza

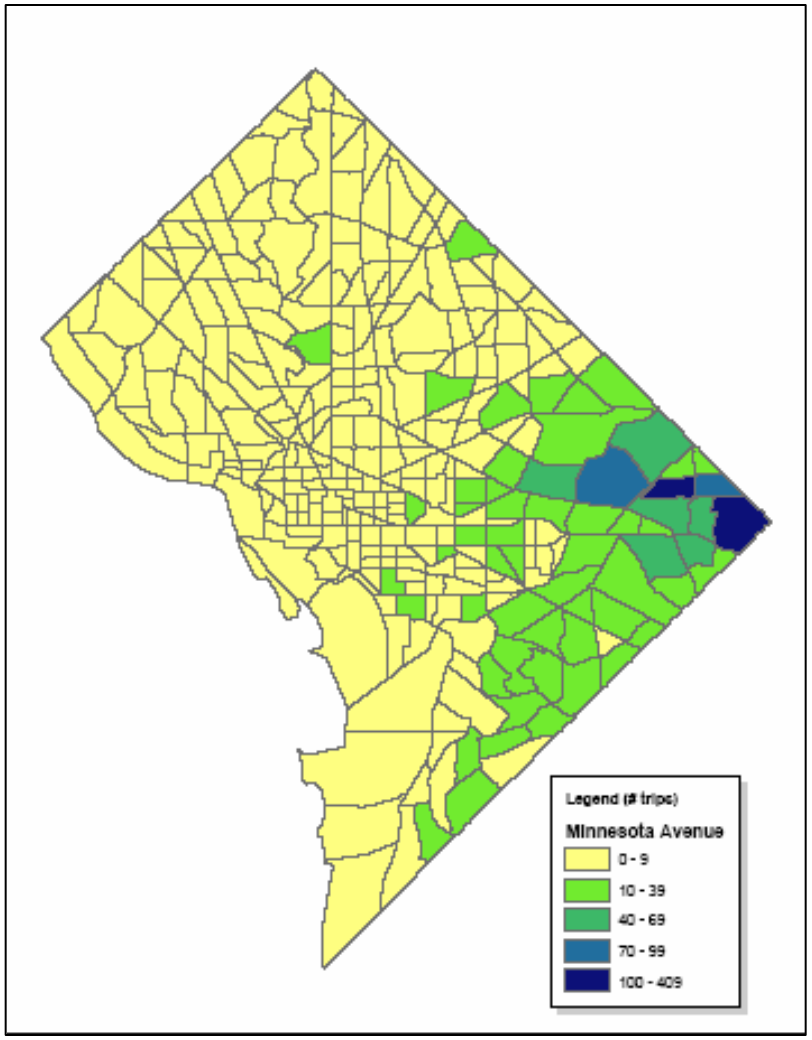
Total Trips and Transit Trips

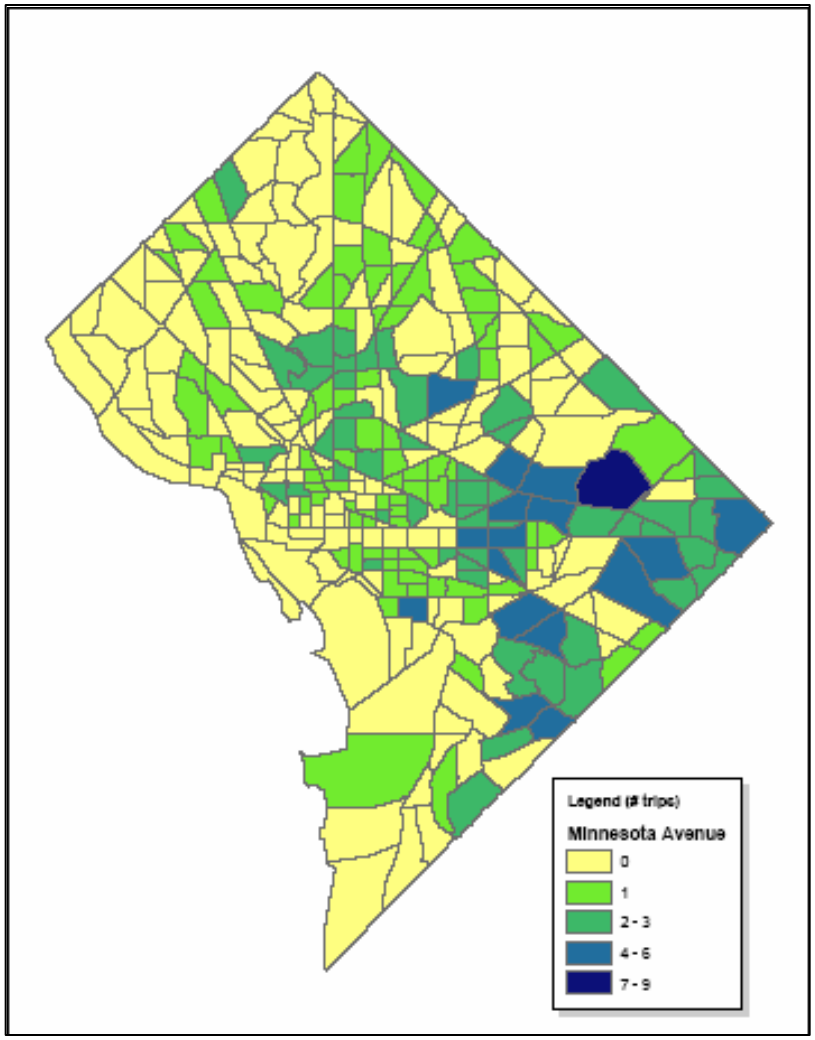




Peak Hour Travel Demand to Metro Center

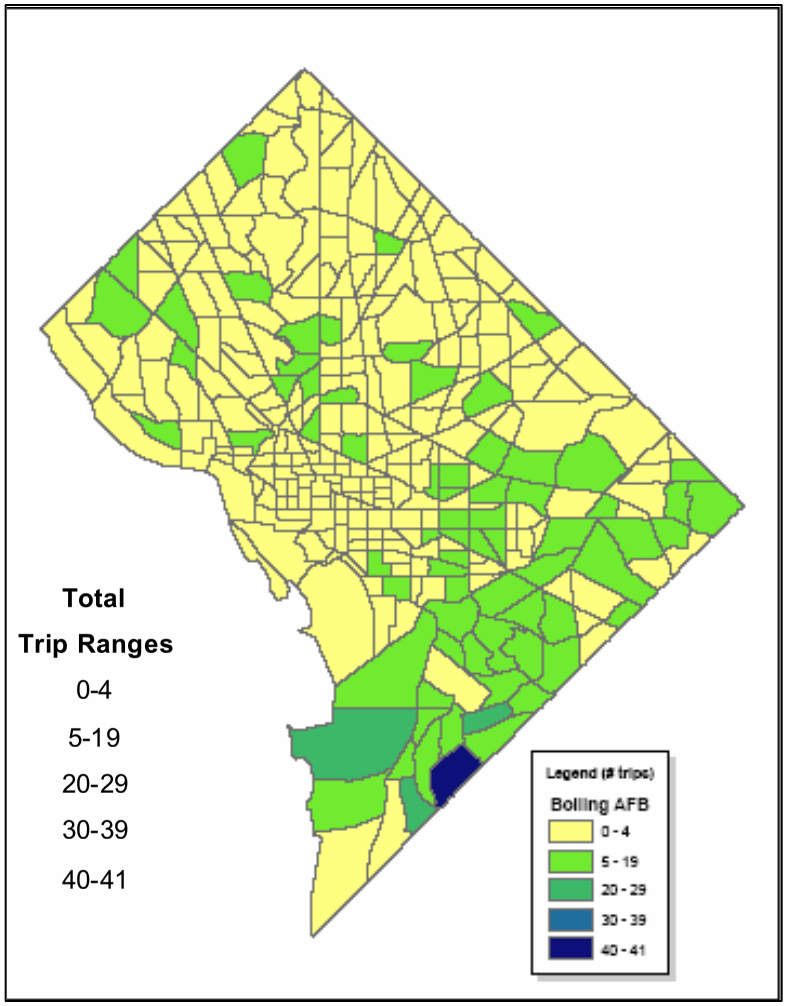
Total Trips and Transit Trips

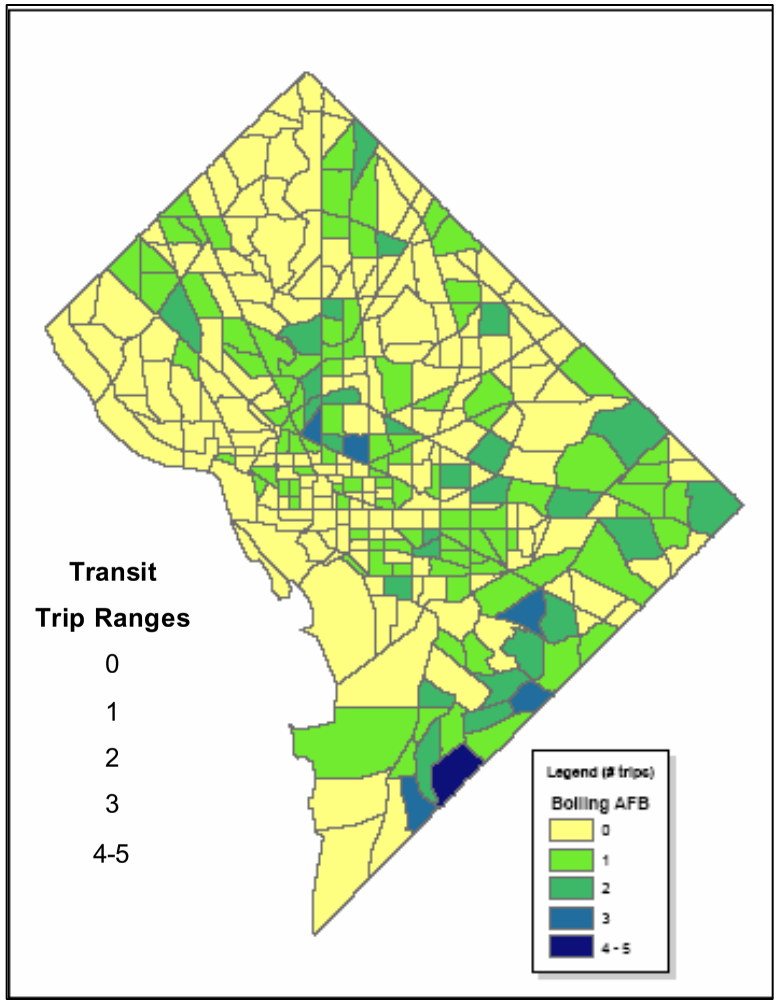




Peak Hour Travel Demand to Minnesota Avenue

Total Trips and Transit Trips





Peak Hour Travel Demand to Bolling Air Force Base

Total Trips and Transit Trips

APPENDIX C: CORRIDORS ANALYSIS BY CITY SUBAREA

Introduction
The District of Columbia and the Washington Metropolitan Area Transit Authority have recommended District corridors for future transit investment in plans and expansion studies since 1997. (These include the 2003 Regional Bus Study, 2001 District Transit Development Study, 2001 Core Capacity Study, 1999 Transit System Expansion Plan, and the 1997 District Department of Transportation Vision, Strategy and Action Plan.) As Figure 1 depicts, several of the corridor recommendations have been repeated from plan to plan. The District of Columbia Transit Alternatives Analysis has used a Needs Assessment, its first step, to review the prior corridor recommendations within the context of the District's existing mobility, access, development and community needs.

In order to recommend a set of priority corridors that will be further analyzed in the Alternatives Analysis, each of the previous proposed corridors was evaluated and subsequently classified as a near term or long term priority corridor. This analysis was conducted using a set of Needs Indicators that were developed in the Needs Assessment analysis as well as from comments received from cooperating agencies and the general public. The following criteria have been used to identify the location of the District's mobility, economic development, access and community needs:

- Current transit access,
- Current ridership,
- Current transit travel patterns,
- Current bus trunk routes,
- Potential to relieve crowding and augment corridor capacity,
- Agency consensus,
- Public comments,
- Potential to support economic development initiatives, and
- Potential to fit within a compatible built environment.

Each of the indicators was applied to the previously proposed corridors and the results were compared by city sub-area. The analysis was conducted by sub-area because the goals and objectives and needs indicators are oriented toward meeting neighborhood-scale mobility, access, development and community needs. A description of each city sub-area is outlined below.

Northwest: Corridors in the Northwest would serve the area between the Potomac River and Rock Creek Park.

North: Corridors in the North would serve the area between Rock Creek Park and New Hampshire Avenue north of M Street NW.

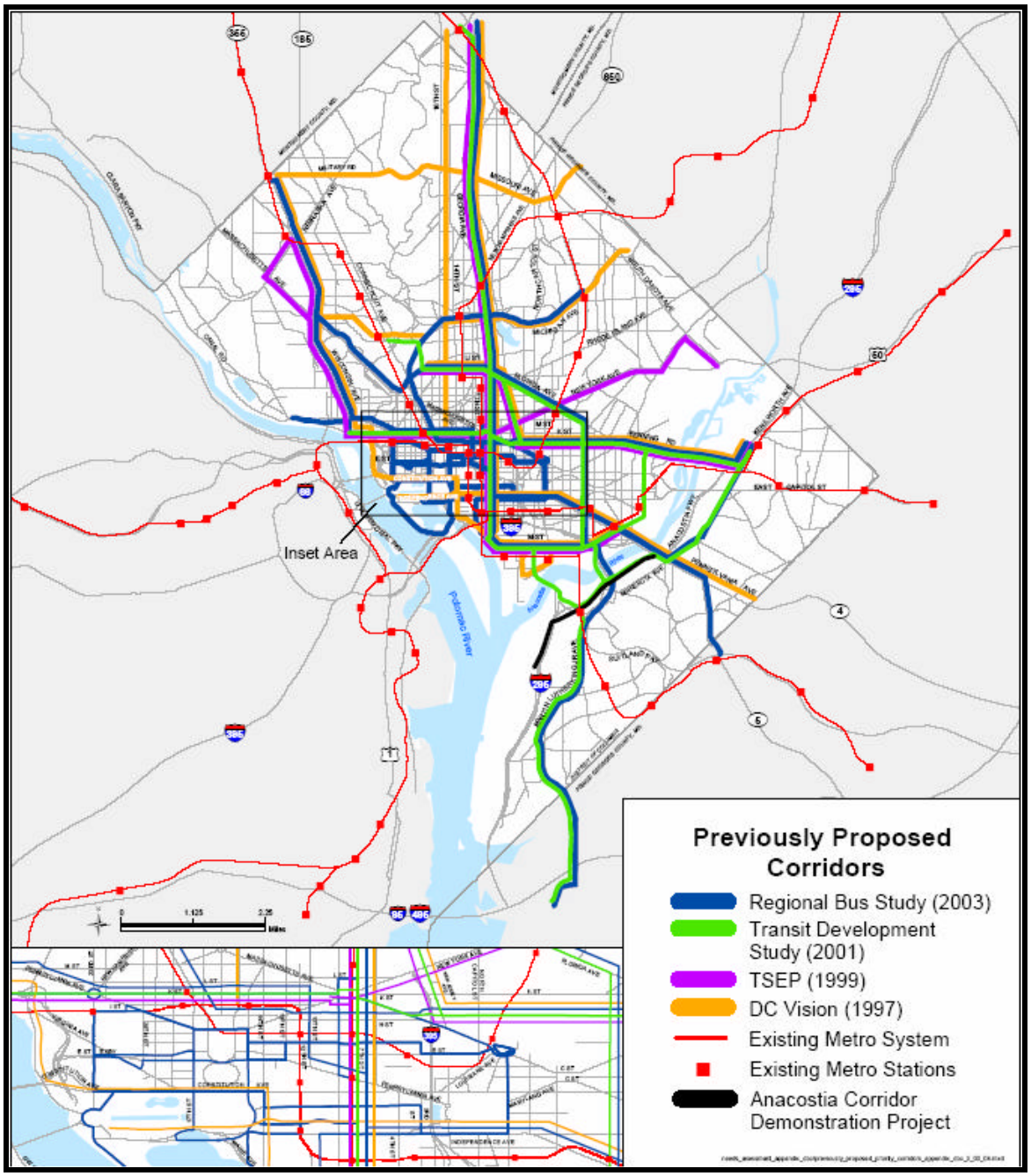
Northeast: Corridors in the Northeast would serve the area between New Hampshire Avenue and East Capitol Street.

Southeast: Corridors in the Southeast would serve the area southeast of the Anacostia River.

Central: Corridors in Central DC would serve area between East Capitol Street and the River, east of Rock Creek Park and south of M Street NW.

Figures 4, 6, 8, 10 and 12, presented later in the analysis, depict the corridors within each sub-area. (The sub-area designations were created only for this study and do not represent an actual political or official designation.)

Figure 1
Previously Proposed Corridors



Methodology
The analysis for identifying candidate corridors was conducted by comparing each corridor to the set of Needs Indicators described in the body of the report, and then comparing the results for each corridor to the results of the other corridors. The corridors compared in the analysis include:

- **14th Street NW**: From Aspen to K Street NW.
- **16th Street NW**: From Silver Spring to K Street NW.
- **Silver Spring to Anacostia**: From Silver Spring along Georgia Avenue/7th Street to Maine/M Street SW; northeast along Potomac, north on 19th Street SE to H Street and east on H Street/Benning to Minnesota Avenue Metrorail Station.
- **Upper East-West Corridor**: From Military and Nebraska in Northwest DC, east across Military to Missouri ending at Ft. Totten Metorail Station.
- **Woodley Park to Stadium Armory**: From Woodley Park Metrorail Station, east across Calvert to Adams Mill, south on 18th Street NW to Florida/U Street, east on Florida/U Street to New Jersey, southeast on New Jersey to H Street, H Street east to 19th Street NE, and 19th Street south to Stadium Armory.
    - **Alignment Option**: From Florida/U Street, continue southeast on Florida to 8th Street NE, south on 8th Street to M Street SE/SW.
- **Woodley Park to Brookland**: From Woodley Park Metrorail Station, east across Calvert, to Columbia, northeast on Columbia to Columbia/Harvard (pair), east on Michigan, ending at the Brookland Metrorail Station.
- **Rhode Island Avenue**: Extending from 7th Street NW northeast to the District boundary.
- **New York Avenue**: Extending from 7th Street NW northeast to the District boundary.
- **Connecticut Avenue**: Extending from Dupont Circle northwest to the District boundary.
- **Massachusetts Avenue**: Extending from Dupont Circle northwest to the District boundary.
- **Wisconsin Avenue**: Extending from Lower K Street NW, northwest to the District boundary including a loop using Massachusetts Avenue and Nebraska Avenue.
- **Georgetown to Stadium Armory**: From the Georgetown entrance on Canal Street to 7th Street NW using K Street, and from 7th Street NW to 19th Street NE using H Street, with access to Stadium Armory using 19th Street.
- **Pennsylvania Avenue**: Extending from Alabama Avenue SE, northwest across the Anacostia River to Independence, and west on Independence to 7th Street SW.
- **Minnesota Avenue to National Harbor**: Extending fom Minnesota Avenue Metrorail Station southwest to Pennsylvania Avenue using Minnesota Avenue, west on Pennsylvania Avenue to the Anacostia Corridor Demonstration Project right-of-way, south on the Anacostia Corridor Demonstration Project from Pennsylvania to Anacostia Metrorail Station, and south on Martin Luther King Jr Blvd/South Capitol Street from Anacostia Metrorail Station to National Harbor. (This also includes the southern end of the Anacostia Corridor Demonstration Project alignment that goes from Anacostia Metrorail Station to Bolling Air Force Base.)

The analysis comparing each corridor was both quantitative and qualitative. The quantitative analysis included the following criteria:

- Access: Determining the percentage of District employment accessible from the corridor within 40 minutes;
- Plans: Determining the frequency of the corridor's being recommended for investment in prior plans; and
- Ridership: Measuring average weekday ridership on existing bus routes operating within the corridors.

The results of the quantitative analysis were reported in numeric ranges or in numeric values.

The qualitative analysis included:

- Bus Trunks: Locating corridors with bus service with 6 minute peak service frequencies or greater;
- Capacity: The direct capacity relief benefit to existing Metrorail lines from parallel transit service;
- Streets: Comparing the corridor location to the location of streetcar neighborhoods;
- Growth: Comparing corridor locations to the locations of District development areas and initiatives; and
- Public: Comparing corridor locations to public preferences and insights.

The results of the quantitative analysis were reported using descriptive terms, such as the names of adjacent development projects or the names of proximate Metrorail lines.

Figure 2 indicates how each of the quantitative and qualitative measures were reported and entered into a comparison matrix.

Although quantitative and qualitative indicators were considered, the analysis did not weigh any one Needs Indicator above the others. Instead, the combination of applicable Needs Indicators was more important to a corridor's potential for advancement. Therefore, the corridors that indicated the greatest potential to meet the identified needs for the District were advanced as "near term priority corridors." The corridors that exhibited some of the indicated needs, but less than the near term priority corridors were classified as long term priority corridors. This designation indicates that while they will not be advanced into the Alternatives Analysis immediately, they exhibit enough needs to merit analysis in the future.

Upon completion of the analysis, the results were presented to the project Project Management Team as well as to District planners from the Office of Planning and the Department of Transportation. As a result of these meetings, the methodology and conclusions were validated, and the potential corridor alignments were refined slightly.

Reporting

To designate each corridor classification, the analysis is also color coded. Near term priority corridors appear in blue. Long term priority corridors appear in gold. The results are presented by city sub-area.

A discussion of how the corridors changed as a result of agency coordination concludes this appendix.

Figure 2
Corridors Comparison Matrix

Heading	Needs Indicator	Entry symbols
Access	% District employment within 40 minutes of transit travel time from the corridor	Maximum % given
Trunk	6 minute or greater service frequency	Metrobus routes listed
METRO	Direct benefit to corridor capacity from service that parallels Metrorail	Metrorail lines given
Plans	Recommended in prior plans	Plan dates given
Public	Recommended by the public	○ = not recommended ◖ = recommended ● = recommended often
Growth	Proximate to development project areas	Project names given
Streets	Historic streetcar neighborhood, commercial corridor	Yes= historic streetcar line No= no prior streetcar service
Riders	Average daily riders	Specific numbers given

Northwest

Potential corridors proposed between the Potomac River and Rock Creek Park, north of downtown, include:

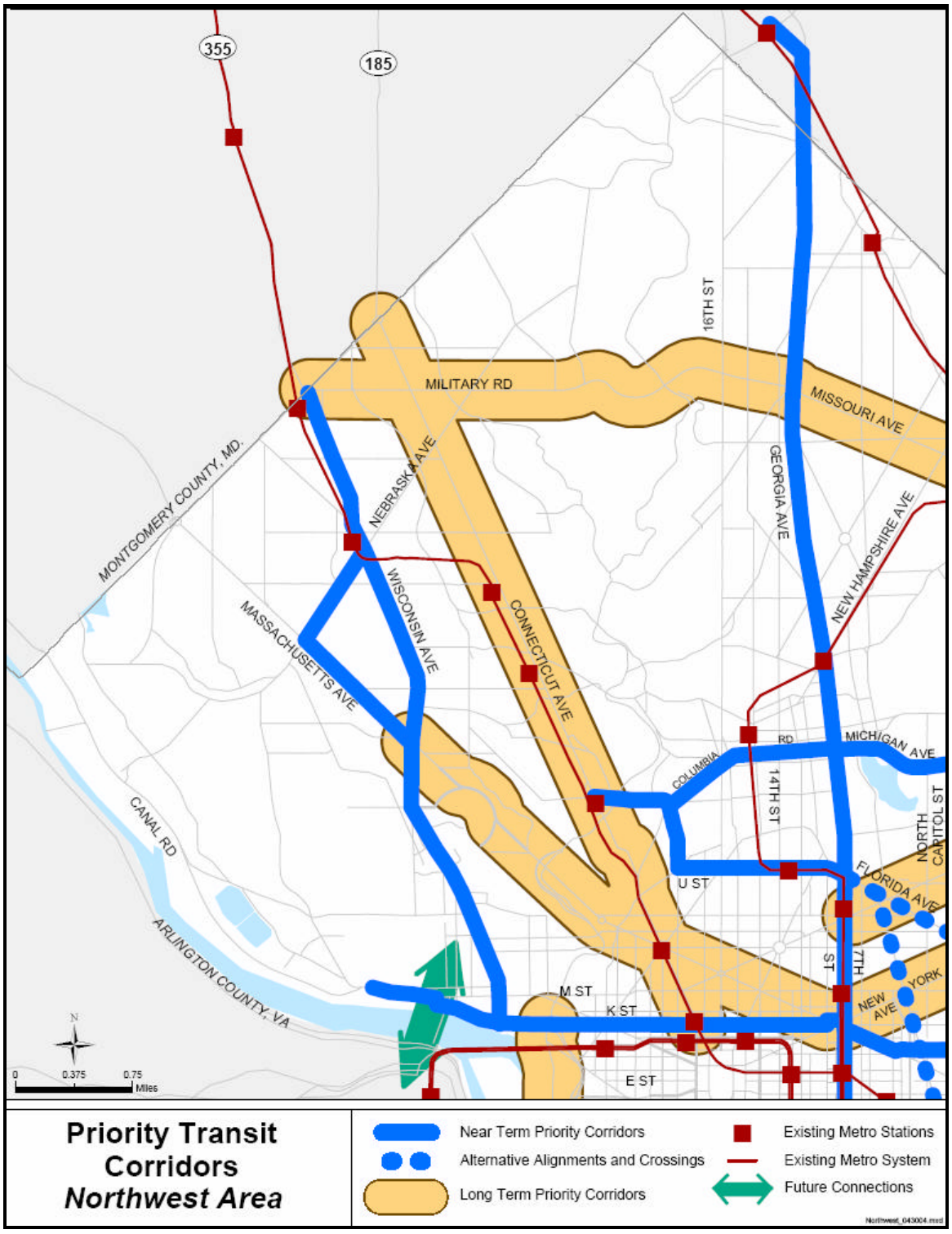
- Woodley Park to Stadium Armory
- Georgetown to Stadium Armory
- Wisconsin Avenue from K Street to Tenleytown
- Woodley Park to Brookland
- Upper East West Corridor (Military Road and Missouri) (Upper E/W)
- Massachusetts Avenue from Dupont Circle to Nebraska Avenue (MA Ave)
- Connecticut Avenue from Dupont Circle to Van Ness (CT Ave)

The corridors are compared in Figure 3 and shown in Figure 4.

Figure 3
Northwest Corridors Comparison Matrix

	Woodley Park to Stadium Armory	Georgetown to Stadium Armory	Wisconsin Ave	Woodley Park to Brookland	*Upper E/W*	*MA Ave*	*CT Ave*
Access	**75**	**100**	**40**	**75**	**10**	**50**	**75**
Trunk	90, 92,93	30, 32, 34, 35, 36 X's	30, 32, 34, 35, 36	**H's from Brookland to Columbia Heights via Hospital Center**	**E2,E3 and E4 from Friendship Heights to Ivy City via Fort Totten**	**N2, N3, N4, N6, N7**	L1, L4
METRO	none	**Orange Blue**	**Red**	none	none	none	**Red**
Plans	**1997 1999 2001 2003**	**1997 1999 2001 2003**	**1997 1999 2003**	**1997 2003**	**1997**	**2003**	**2003**
Public	●	●	◖	◖	◖	●	●
Growth	**Adams Morgan 14th and U**	**H Street**	**None**	**Adams Morgan Mt. Pleasant McMillan Reservoir Columbia Heights**	**none**	**Dupont Circle**	**Dupont Circle**
Streets	**Yes**	**No**	**Yes**	**No**	**No**	**No**	**No**
Riders	**16,000**	**23,000, 16,000**	**23,000**	**14,000**	**7,000**	**4,000**	**5,000**

Figure 4
Northwest Corridors



Near Term Priority Corridors

Each of the near term priority corridors in this section of the city has significant bus ridership and has been recommended for future transit investments in at least two previous studies. Woodley Park to Stadium Armory and Georgetown to Stadium Armory are both mixed-use corridors with significant redevelopment activity. Wisconsin is largely a commercial corridor; and Woodley Park to Brookland is a largely residential corridor, but both provide the opportunity to serve critical destinations. Although the Wisconsin Avenue corridor has not been designated by District offices for future development efforts, it does connect two major destinations: Georgetown and the National Cathedral. Similarly, the Woodley Park to Brookland Corridor would connect the Washington Hospital Center to both ends of the Metrorail Red line.

Long Term Priority Corridors

The Upper East/West Corridor has significant access needs and is currently served by bus service that exceeds six minute frequencies during peak periods. However, it has less than half the current ridership of the near term priority corridors and was only recommended as a corridor for future transit investment once in previous plans and studies.

Massachusetts Avenue and Connecticut Avenue have even less ridership than the Upper East/West Corridor, but their adjoining land uses pose the largest challenge for implementing new transit service. Both corridors are already developed, presenting a minimal potential for return on investment. In addition, Massachusetts Avenue, in particular, is adjoined by largely low density land uses, such as embassies and historic single family homes.

North

Potential corridors proposed between Rock Creek Park and New Hampshire Avenue north of downtown include:

- Silver Spring to Anacostia via Georgia Avenue/7th Street
- 14th Street NW from Aspen to K Street
- 16th Street NW from Silver Spring to K Street

The corridors are compared in Figure 5 and shown in Figure 6.